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# ATLANTIC FISHERMAN

VOL. XVII

Registered U. S. Patent Office

AUGUST, 1936

NO. 7



Top photo:—Native Filipino cutting Abaca stalks from which manila fibre is extracted. Below: Native stripping away the pulpy matter.

**N**O other section of the world offers the fine manila fibers that we get from the Philippine Islands. Here in the heart of Mindanao, we have our own resident buyers. These experts know rope and they select only the proper grade of fibre for every Columbian Rope and Twine Product.

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## 38 Commercial Wharf

# MR. JOHN N. FULHAM selected NELSECO power plants for his trawlers "Neptune" and "Triton"

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Mr. John N. Fulham, owner of Haskins Fish Company, and President of the Boston Fish Pier Corporation for the last fifteen years, selected Nelseco Diesel engines as power plants for his trawlers *Neptune* and *Triton* built at the Fore River Yard of the Bethlehem Shipbuilding Corporation.

Nelseco engines in service have demonstrated their ability to meet trawler requirements. Their dependability and profitable operation are seen in the consistently satisfactory performance of such vessels as the *Fabia*, *Boston*, *Cormorant*, *Dorchester*, *Winthrop*, *Quincy*, *Atlantic*, *Plymouth*, *Thomas Whalen*, and *Flow*. And now, added to this imposing list, will be the *Neptune* and *Triton*.

It is performance that sells Nelseco engines to exacting buyers who demand the

continuous, economical, and successful operation of their vessels. The recognition of this performance by operators is seen in the number of Nelseco installations in the large, full powered trawler group.

The Nelseco engines for Mr. Fulham's vessels are type 6-MIR-18, 6 cylinder, 12½ inch bore by 18 inch stroke, four cycle, direct reversible, mechanical injection, full force feed lubrication and en bloc cylinders with removable liners and steel tie bolts. They develop 350 b.h.p. at 280 r.p.m. which gives a service speed of 10.5 knots.

All of the motors and generators in these vessels were furnished by the Electro Dynamic Company which is a subsidiary of Electric Boat Company.

*Whether you are planning a new vessel, repowering or converting an existing one, Nelseco engineers will be glad to discuss your problem and furnish complete data, as well as operating records of the above mentioned trawlers.*

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NEW YORK: Electric Boat Company, 247 Park Avenue.  
BOSTON: C. J. O'Neill, 20 Garden St., East Milton, Mass.  
PACIFIC COAST: King-Knight Co., San Francisco, Calif.

**ELECTRIC BOAT CO.**  
**GROTON, CONN.**

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AUGUST, 1936

ATLANTIC FISHERMAN

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Vessels illustrated have recently been equipped with Exide Marine batteries



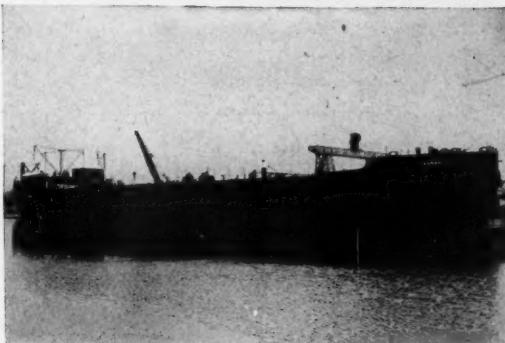
Boston Lightship



Quaker Maid, Purse Seiner and Cannery tender



Luna, Diesel Tug



"Transoil" tanker

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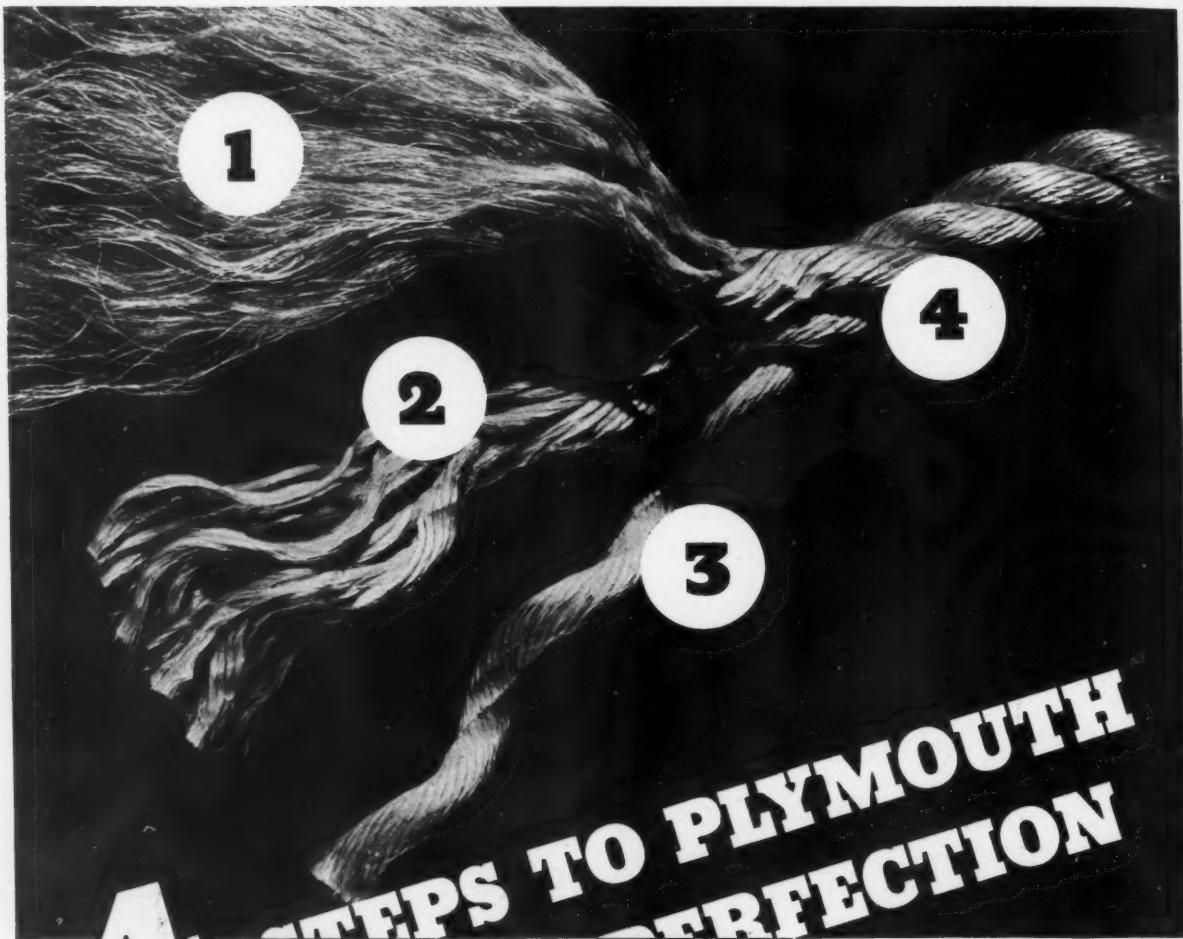


### TYPICAL BATTERY FUNCTIONS ABOARD A SHIP

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**3**

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Finally, the strands are laid into the finished rope of perfect balance, known strength and dependability—a rope that gives longer, more economical service because of its uniform, controlled quality.

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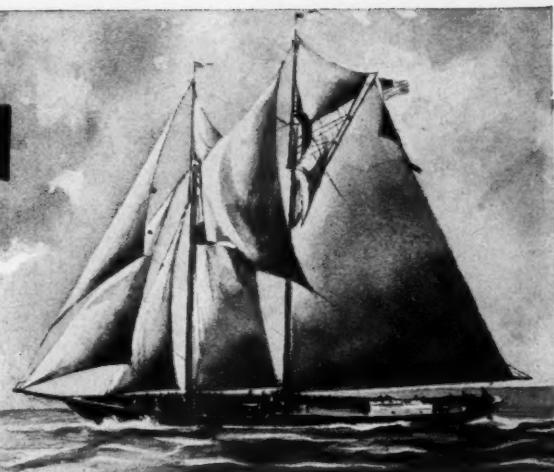
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Covering the Production, Processing and Distribution of Fresh, Frozen, Filleted, Canned, Dried, Smoked, Salted and Packaged Fish and Shellfish.



VOL. XVII

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## It's Full Speed Ahead!

**T**HREE is a saying, popular in political circles, "As Maine goes, so goes the country." In the fishing business, the saying might be, "As fares Boston, so fares the rest of the industry," for Boston, premier fishing port in the United States, usually reflects on a large scale the state of affairs in other producing sections.

And how is Boston faring this Summer? The answer is that Boston is doing nicely, smashing along the course with a bone in her teeth—a fish bone, of course.

Trawlers, shuttling back and forth from the banks, are hitting good markets with pleasing regularity. Stocks of \$70 to \$90 per man for short trips are not at all unusual, filling the pockets of the crews and putting the vessel owners in a happy state of mind and finances.

Prices are holding up in good shape despite the heavy landings. As a matter of fact, in the first four months of this year, the value of the vessel landings at Boston, Gloucester and Portland was approximately \$1,000,000 more than in the same period last year. And 1935 was materially better than 1934, as will be shown a little later.

Landings at Boston alone, from January 1 to mid-July, were some 31,000,000 pounds greater than in 1935. Comparative figures are, for this period in 1936, landings of 173,941,516 pounds; for 1935, receipts of 142,474,300 pounds. There were 3,818 arrivals in 1936 to mid-July, as compared with 3,648 in the corresponding period in 1935.

This substantial increase is a continuance of the greater landings made in 1935 compared with those in 1934. Official Government figures for the two years show that total receipts from fishing vessels at the three principal New England ports in 1935 were 76,000,000 pounds more than in 1934. The value exceeded that in 1934 by \$1,122,000.

As a large proportion of the Boston landings goes into the preparation of fresh and frozen packaged fish—fillets, sticks, steaks, etc.—it is not surprising to find that in 1935 the output of such products in New England continued the sharp advance that has been in evidence for the past several years.

In 1935, the production of fresh and frozen packaged fish totalled 86,548,821 pounds, as compared with 59,596,964 pounds in 1934—an increase of almost 27,000,000 pounds! The value

jumped from \$6,019,768 in 1934 to \$7,846,813—a gain of \$1,827,045.

Now New Englanders are noted for their conservatism. A small ray of sunshine in other sections of the country, such as the Pacific Northwest, is often viewed as a resplendent rainbow, whereas the New Englander is more apt to squint his eye at the heavens and remark cautiously, "Well, 'taint freezin'."

All the more significant, therefore, is the overwhelming activity among New England vessel owners. There are now nine large steel trawlers under construction: three for the Bay State Fishing Co., two for John N. Fulham of the Haskins Fish Co., one each for the Booth Fisheries Corp., Irving Usen, P. J., and Wm. J. O'Hara, and the ninth for a party who is keeping under cover for the time being. The investment in these vessels is well over \$1,250,000.

Our news columns have also noted the number of large and powerful wooden dragners, now joining the fleet from the yards in Maine and Massachusetts. Scores of smaller boats are slipping, almost unnoticed, into the fleet.

Repowering jobs, particularly those involving large Diesels, are so numerous it is hard to keep track of them. Engine manufacturers are all smiles, as well they should be. It is reasonable to assume that after this Summer's activity there will be even more repowering and equipment replacement, continuing strongly next year.

The fact that ex-vessel prices at Boston have held up in the face of materially larger landings is, we believe, excellent proof that the demand for fish is increasing steadily. Factors aiding this gratifying trend are the advertising and educational campaigns being conducted by individual companies and associations, continued progress in processing, distribution and merchandising technique, and the severe drought in the Western agricultural states. The drought not only is affecting the meat supply directly, but also will have a further effect on future meat prices by curtailing the fodder crops, such as corn.

In short, the present program of construction of new vessels and the purchase of new equipment for older craft rests on a solid foundation. There is no doubt that it is just getting under way.

## "Fish and Chips" Chain Inaugurated

First Unit Opened in New York City

**C**ONFIDENT that New Yorkers will enjoy the famous English dish of fish and chips, especially if prepared in a spotless shop in which the most modern equipment is installed, Phil Cooper and George Gross opened the first unit of a proposed chain of fish and chips shops on August 7, at 130 East 45th St., New York City, under the name of "Cooper's Fish and Chips."

This particular shop merits special attention, despite the fact that fish and chips are not exactly a novelty in New York, nor, for that matter, in several other U. S. cities as well. What serves to distinguish it especially—so far as future possibilities for our fishing industry are concerned—is the fact that it has been launched with the close cooperation of Prosper Equipments, Ltd., a British manufacturer of fish ranges of distinctive style found in hundreds of English shops.

Representing the Company in the United States is Captain Harold Auten, V. C., who has established offices at 142 East 45th St., a few doors from Cooper's Fish and Chips. Capt.

Auten brought with him plenty of facts, figures, enthusiasm and the blessing of his head office in London to make New Yorkers—and eventually the rest of the country—"fish and chips conscious".

Cooper's Fish and Chips will bear close watching, therefore, because if any such shop can succeed, this one will, provided, of course, that the location is as good as can be found in mid-Manhattan.

The shop has a seating capacity of 80; patrons desiring to carry their purchases home will also be accommodated. The price of an order of freshly fried fish, chip potatoes and bread and butter is 25 cents. All of the frying is done with a Prosper range, as might be expected.

According to Capt. Auten, the failure to establish successful fish and chips shops before in New York has been due largely to the lack of proper equipment plus a lack of knowledge of how such a shop should be managed. He is ready to make up both deficiencies.

One of the worst difficulties to be overcome, he points out, was the fumes and odors given off in frying the fish. Neither customers nor landlords like them. This difficulty has been totally eliminated by the new type of Prosper fryer, which is steamless and odorless, expelling the fumes by a patented ducting process at a suitable point outside the building, generally through a chimney.

This valuable feature permits the placement of the kitchen in the window of the shop, where the operations of the chef capture the attention of the passers-by. They see the gleaming range and watch the frying of the fish and chips, which when cooked are placed in double-ended patented hot ovens. Waitresses take the food as required from the opposite ends



*A typical "Fish and Chips" shop in England, equipped with the Prosper type of range and storage oven. This modern establishment is a far cry from the early "hole in the wall" shop.*

of the ovens without having to step into the chef's "window kitchen." All this not-so-subtle visual invitation to come in and enjoy a meal is bound to attract many who were not already headed for the shop.

Some idea of the tremendous possibilities confronting the fishing industry if this modern type of fish and chips shop becomes an established institution in the United States can be gathered from Capt. Auten's comments on the business in Great Britain.

It has been estimated, he says, that in 1867 the fish and chips shops of Great Britain gave employment to barely 300 people. Today they employ in excess of 100,000, either directly or indirectly, in some 30,000 shops throughout the country, whose area is less than that of New York State. Of even greater importance to fish producers and distributors is the fact that Great Britain's fish and chips shops take nearly 70 per cent of the fish landed. Even the smallest city is not without its shop.

The customary price of an order, which includes fish, chips, roll, butter and coffee, is one shilling, which corresponds to the 25-cent charge in effect at the new Cooper shop in New York. About 60 per cent of the English trade is over the counter, the remaining 40 per cent being the meals at the store. Capt. Auten expects the shops here to be operated much as they are in England.

Not all previous attempts to open fish and chips shops in New York have been failures, for there are a handful of them in operation in various parts of the metropolitan area. For the most part, however, they are in residential districts with a high percentage of "Old Country" people, who presumably brought with them a fondness for this inexpensive, tasty dish. Nor are they—again speaking generally—to be compared with Cooper's in size and appointments.

Then, too, there are the "hot fish" shops in St. Louis, Mo., and surrounding area, which range from roadside shacks to rather elaborate restaurants. These consume considerable quantities of Atlantic whiting and other species, and help materially in making St. Louis a large-tonnage market.

Once established in this country, fish and chips shops would act as a welcome balance wheel for production, assist in stabilizing prices, and increase fish consumption from its present low level of 13.3 pounds per capita per year. In England, even the Woolworth chain stores are installing ranges, a move which illustrates how firmly the demand for fish and chips has been fixed.

The progress of "Cooper's Fish and Chips", and of Capt. Auten and any other equipment manufacturer who gives this infant industry a boost, will be sympathetically watched by those who can see the possibilities ahead.



Left to right: John N. Fulham, owner of the new trawlers; Mrs. Fulham, sponsor for the "Neptune"; Miss Margaret Fulham, sponsor for the "Triton"; the "Neptune" hitting the water.

## Fulham's New Trawlers Christened

### Double Ceremony at Fore River Yard

**S**LIPPING into the water as easily as the god of the sea for which she is named, the *Neptune*, built for John N. Fulham of the Haskins Fish Co., Boston, was launched August 6 at the Fore River yard of the Bethlehem Shipbuilding Corp., at Quincy, Mass. Mrs. Fulham, wife of the owner, sponsored the 110½ ft. trawler, while their daughter, Miss Margaret Fulham, christened the *Triton*, to be launched August 19.

The trawlers are sister ships, 110½ ft. by 22 ft., with a depth of 11½ ft., each powered by a 350 hp. Nelseco Diesel, giving a speed of about 10.5 knots. The *Neptune* will be commanded by Capt. Grimur Hakonarson, with Alec LeBlanc as chief engineer; Capt. Oscar Gislason and chief engineer John A. Ohman will have the *Triton*.

Mr. Fulham's trawlers have lines quite similar to those of the *Atlantic* and *Plymouth*, which have proved to be real money-makers since their launching two years ago. The *Neptune* and *Triton*, however, have bar keels, favored by many skippers, and also incorporate other changes, such as the complete insulation of all exposed quarters and the crew's space to eliminate condensate, especially during Winter months. There is also a drying room for oilskins, so placed that the crew can divest themselves of their wet garments before going below. The engineer's stateroom is amidships on the upper deck, with direct access to the engine room, eliminating the necessity of opening side doors in heavy weather. The size and appointments of the pilot house have been improved, while the ice box in the galley has been so constructed that it may be filled at the same time as the hold, saving the galley floor from getting sprinkled with ice water.

The Nelseco engines are type 6-MIR-18, developing 350 bhp. at 280 rpm. They are fitted with Brown pyrometers, Reliance tachometers, and Nelseco silencers. Starting air is carried in two Scaife tanks built for 350 lbs. working pressure. An additional tank of the same size is furnished for the Cunningham whistle. Fuel and lubricating oil gravity tanks were also furnished by the engine builders.

The engines and other heavy equipment were installed prior to launching.

At the forward end of the engine, driven through a Kinney clutch and silent chain, is a Worthington air compressor, and, also driven through silent chain, a 7½ kw. Electro Dynamic variable speed constant voltage generator, equipped with a carbon pile constant voltage regulator.

The auxiliary generator and compressor set is located on the forward starboard end of the engine room close by the main

throttle. It is driven by a Deutz 12 hp. engine of the latest type, furnished by the Bromfield Manufacturing Co. The generator is an Electro Dynamic 5 kw. machine, and the compressor of Worthington manufacture.

The Willard storage battery can be floated on the line from either generator. Control of all motors and generators is through the main switchboard.

At the forward port end of the engine room are two Warren centrifugal pumps for general service and washing fish, driven by Electro Dynamic motors. The manifolds for controlling the water service are located by the main throttles.

The engine room, after quarters, pilot house and captain's stateroom are heated by an oil-fired Arco steam boiler.

Control of the Bethlehem trawl winch, which was built at the Atlantic Works, as was also the steering gear, is through a Kinney clutch bolted to the forward flange of the main engine crankshaft. Tail shaft clutches are also of Kinney manufacture.

On the after end of the engine, connecting it to the tail shaft, is a Kinney sailing clutch unit, which transmits the full power of the 350 hp. Nelseco Diesel. A cut-off coupling on the forward end of the engine drives the vertical shaft which extends through the deck and connects with the hauling winch above. On the drive end of this clutch is mounted a chain sprocket which drives an auxiliary generator, also the air compressor which supplies starting air for the engine. A ball-bearing sleeve clutch, on the air compressor shaft, carries the receiving sprocket for the chain driven from the sprocket on the clutch.

Abaft the tail shaft clutches are Kinsbury thrust bearings. The propellers are Bethlehem-designed Hyde bronze.

Gallows frames, bollards and fish hoists were furnished by the New England Trawler Equipment Co. The 5 hp. electric fish hoist is of the latest design; gallows frames are galvanized, and the frame blocks and bollard sheave pins are of stainless steel running in barium bushings. Each trawler has two life boats fitted with tanks, and hung in steel davits.

Navigating equipment includes a Fathometer of the latest type, furnished by the Submarine Signal Co.; a Kelvin-White spherical compass, and wireless supplied by the Radiomarine Corporation of America. This RCA equipment is higher powered than heretofore installed on trawlers, and its use is made possible by the trend to larger electrical generating plants in the newer trawlers. The higher power is desirable to cover the longer ranges necessary as a result of the shifting

(Continued on page 8)

## Radical Improvement in Fish Hold Design

New 40-Fathom Trawlers to Have Refrigerated,  
Nickel-Clad Sanitary Holds

**O**F all the improvements in trawler design and equipment incorporated in the three vessels being built for the 40-Fathom Fisheries, none holds greater interest, or is more radically different from conventional practice, than the special fish holds.

The fundamental aim of the designers was to design a fish hold that would insure first quality fish for every pound of the catch when landed. Every vessel owner will immediately appreciate the desirability of achieving that aim—no soft or spoiled fish, and the first fish caught on the trip to be as firm and sweet as the last brought aboard before heading for home. In other words, "January fish in June".

Months of investigation, testing, and ingenious application of engineering and metallurgical principles went into the final plans, from which emerged a refrigerated hold, lined with rolled pure nickel; water tight, sanitary, corrosion-proof, and temperature-controlled.

The nickel which lines the holds is made up as laminated plates of carbon steel with a layer of pure nickel rolled on one side by a process which insures a bond between the two metals, stronger than either, so that neither metal can be removed from the other except by grinding. The plates are  $\frac{1}{8}$  in. thick, 10% nickel clad. The nickel, which is the inner facing of the hold, is of 99.5% purity, stronger than steel, perfectly rust proof in both fresh and salt water, non-toxic, and aseptic.

### Fulham's New Trawlers

(Continued from page 7)

of fishing operations to the distant banks. The transmitters are designed to operate in the intermediate and low frequency marine bands, and afford an instant choice of 14 channels of communication, using interrupted or continuous waves in their specified channels. The motor generator for this equipment is located in the engine room to centralize all mechanical units.

The fo'c'sle accommodates 10 men, the after quarters five. All bunks in the fo'c'sle are fore and aft; the quarters are heated by a coal stove. The galley has a coal-fired Shipmate range.

Other items of equipment include General Electric flood-lights for night fishing, Gould's hand pumps for fresh water in the galley and in the masters and chief engineers rooms, Boston & Lockport blocks for the running gear, and complete outfitts of Grimsby fishing gear.

The fish hold, with a capacity of 240,000 lbs., is heavily insulated with cork and waterproof material, the inner ceiling being caulked. All metal work in the hold is galvanized. The pen board stanchions were developed especially for this service by Bethlehem, the section being of interlocking flat bar and designed to support the deck. Pen boards are universal, so that no numbering, etc., is necessary.

The *Neptune* and *Triton* will have a cruising radius of 18 days at full power. The *Neptune* will make her maiden voyage early next month.

Cooperating closely with Mr. Fulham throughout every stage in the designing and building of the vessels have been J. N. Ferguson, of the Bethlehem Shipbuilding Corp., and C. J. O'Neill, of the Electric Boat Co., manufacturer of the Nelseco Diesels.

The excellent design of these trawlers—for which the builders are responsible—plus the business sagacity and thorough knowledge of the fishing industry possessed by Mr. Fulham, and his careful selection of captains and engineers, make a combination prophetic of the utmost success.

The holds will be completely water tight compartments of welded construction, and welded to the ribs of the vessels. The inner surface will present a continuous pure nickel surface since even the welds will be covered with an electrically welded bead of pure nickel welding wire.

There is no question but that these holds will be the easiest in the whole trawler fleet to keep in a sweet, sanitary condition, and owing to the complete absence of corrosion, which makes painting unnecessary, the maintenance expense will be nil.

### Refrigerating System

The specially designed refrigerating system circulates dehumidified, refrigerated air through ducts in the 3 inch cork insulation between the outside wall of the hold and the inside of the hull plates of the ship, and the 2 ft. insulation under the floor of the hold. This air thus controls the rate of melting of the crushed ice in which the fish are packed. Both the temperature of the air stream, and its rate of circulation, will be under absolute control, so that the fish hold and its contents will be held throughout the entire trip at the desired temperature, which normally will be between 32° and 36° F.

Humidity within the hold, essential to proper preservation of the catch, will be provided by the crushed ice in which the fish are stowed.

The design of the system prevents any opportunity for galvanic action or reaction between the structural steel parts of the vessel and the continuous pure nickel lining of the fish hold. The dehydration of the refrigerated circulating air will tend to minimize the normal rate of atmospheric corrosion generally expected upon the ribs and the outside steel surfaces of the fish hold walls.

### Hold Drainage

A further improvement involves a novel system of hold drainage, which removes the bilge water as it accumulates and carries it to a sump under the engine room, from which it is pumped overboard. This eliminates all danger of contamination of the fish from the bilge and the bilge odors, and further insures quality fish for even the first of the catch to be stowed.

The entire system is a triumph for the Bay State Fishing Company, especially John Malcolm, marine superintendent who developed the principles, and those who assisted in working them out. For the first time it will be possible to secure and maintain a fish hold at a constant temperature low enough to inhibit bacterial action, at the same time keeping the fish moist and unfrozen.

### Less Waste and Higher Returns

As practically 100% of the catch will be No. 1 quality when landed, there will be much less waste and consequently higher returns to the owners and crews. Much less ice will be required. Whereas 60 tons are now carried, this system will call for only 20, a saving of 40 tons per trip. This saving will also make it possible to carry an additional 100,000 lbs. of fish, giving a total hold capacity of 400,000 lbs. The nickel-clad walls on the sanitary fish holds will require no maintenance, and the holds themselves can be kept clean and sanitary easily and quickly.

Special credit is due to the International Nickel Co., which worked out the problem of the right type of hold lining to use; Lukens Steel Co., manufacturer of the lining; the Frick Co., designers of the refrigerating unit, and the Bath Iron Works, which cooperated on the details of construction. The system is fully protected by patents applied for by the owners.



The 35-ft. lobster and party boat "Osprey", built for Capt. G. A. H. Jackson, York Harbor, Me., by Axel Gronros, Rockland, Me. She has a 6-91 Gray engine with 2:1 reduction gear, Monel Metal shaft, and Hyde propeller. She is painted with Edw. Smith paint.

## Maine Snow Shipyard To Launch Three New Vessels

By Alfred Elden

**T**HE first of the three fishing vessels being built by the I. L. Snow Co., Rockland, Me., is scheduled for launching the end of this month. Guy O. Gandolfi of Lynn, Mass., is the owner of this 86-ft. dragger, which will be powered by a 6-cylinder, 180 hp. Cooper-Bessemer Diesel.

Capt. Ben Curcuru, of the Producers Fish Co., Gloucester, will take delivery of his dragger almost immediately after. It, too, has a 180 hp. Cooper-Bessemer.

Following Curcuru's dragger will be the one which Snow is building for Capt. Ambrose Smith of New Bedford, to be powered by a 230 hp. Cooper-Bessemer Diesel.

### Good Run of Pollock

Not for several years has there been such a good run of big pollock in Passamaquoddy Bay and River as was noted in July. Some of the small boat fishermen easily took 80 to 100 fish in a day. Many of the fishermen have salted their catches and many dealers were still buying pollock the last of July and curing them at their respective stands. Fresh pollock also sold well in Eastport markets.

### Big Demand for Sardines

Unless the August "Darks" bring their usual grist of sardine herring in to shore waters, the 1936 season is likely to be something of a failure. There is a big demand for cartoned goods; in fact anything that comes under the head of a domestic sardine finds a ready market. Most of the 20 factories operating are getting some fish but have been able to pack only intermittently. Probably the pack is not a third of what it was a year ago and every can of new goods has been sold.

### Lobster License Receipts Show Big Gain

Lobster license receipts have shown a remarkable gain since the Sea and Shores Fisheries Department launched its educational campaign several years ago. Receipts are more than \$950 over last year. This means that several hundred more people are handling lobsters and Maine fish products. Restaurants, hotels and inns are pushing the products and every man in the fish business is seeing encouraging results from this renewed activity.

### Marine Farming Experiment

During the third week in July a marine farming experiment on clams at Friendship was started. Several men were employed and clams were planted on a several acre site. This area will be closed to diggers and the results carefully checked.

## Gloucester Federal Grant for Fish Pier Approved by PWA

**G**LOUCESTER'S bid for \$540,000 from the Public Works Administration, toward the new proposed state fish pier in this port, has been approved by the PWA engineers. The project is in the hands of Harold L. Ickes, head of the PWA at Washington, and providing it meets with his approval, will then be forwarded to President Roosevelt for his signature of approval or rejection.

The project calls for a total expenditure by state and nation of \$1,200,000 which will provide for a pier, buildings and a cold storage, the latter considered one of the principal needs at the present time.

### Codfish Boats Landing Tuna

Commercial fishermen of Gloucester are again awakening to the value of tuna fish or as they call them, horse mackerel, and the small boats that are usually jigging for cod, have taken along swordfish irons and poles to corral the huge fish.

Murray and Tarr one day last month bought 16 of these fish from the jiggers and others and reported that the largest specimen weighed over 300 pounds dressed, and the smallest, 160 pounds.

### Fathometer Installed

A new Fathometer was installed in the redfishing schooner *Doris F. Amero*, Capt. Nels Amero, last month.

### Boston Vessels Landing at Gloucester

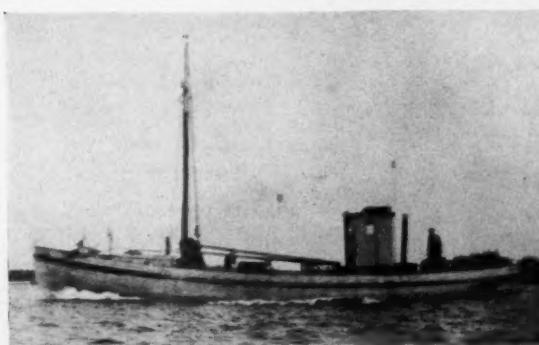
During July the following fishing vessels, which usually land their catches at the Fish Pier, landed fares at Gloucester: *American*, 115,000 lbs.; *Doris F. Amero*, 210,000; *Frances C. Denby*, 353,000; *Georgetown*, 100,000; *Gov. Al. Smith*, 30,000; *Holy Cross*, 155,000; *Imperator*, 18,000; *Marie & Winifred*, 400,000; *Notre Dame* 210,000; *Ruth Lucille*, 330,000; *St. Provvidenza*, 40,000; and *Teazer*, 10,000. With the exception of the *American*, *Holy Cross*, *Imperator*, *Notre Dame* and *Teazer*, all fares landed consisted of redfish.

### Prior Buys F-M Diesel for "Dawn"

Roscoe H. Prior of Boston, has placed an order with Russell N. Tirrell, Gloucester representative of Fairbanks, Morse & Co., for a 6-cyl. direct reversible, 240 hp. F-M Diesel for installation in the 110-ft. schooner *Dawn*, which he purchased recently. The *Dawn* has been undergoing extensive alterations at Gloucester.

### Memorial for Lost Fishermen

The annual fishermen's memorial service of the Gloucester Fishermen's Institute was held in Gloucester on August 2. The three who lost their lives during the year past and the approximately 5,000 lost at sea during the three centuries of Gloucester's fishing history were remembered.



The "Ernest Lowell I", owned by Capt. Corliss Crowley, Jonesport, Me., equipped with an 80 hp. 4-cylinder Fairbanks-Morse Diesel, Maxim silencer, Hyde propeller and Hathaway stern bearing.

## New York Wholesale Prices at Fulton Fish Market

By J. H. Matthews

**A**s a new, additional service, the ATLANTIC FISHERMAN has arranged with J. H. Matthews, of the Middle Atlantic Fisheries Association, for the monthly tabulation of wholesale prices of fresh fish at Fulton Market. Price fluctuations, noted below, are due to two causes: natural variations due to supply and demand, and the differences in prices because of sizes or grades. Mr. Matthews' report for July follows:

Species	July 1-4	July 6-11	July 13-18	July 20-25	July 27-31
Albacore	... .04-.05	... .04-.05	... .04-.05	... .04-.05	... .04-.05
Bluefish	.06-.22	.04-.18	.05-.14	.05-.18	.06-.15
Bonito	.06-.10	.05-.10	.05-.10	.05-.10	.08-.10
Butterfish	.04-.10	.02½-.10	.01¾-.08	.02½-.08	.02-.08
Codfish, market	.04-.08	.04-.05	.01¾-.04	.03-.05	.04-.05
Codfish, steak	.06-.10	.04-.12	.04-.08	.06-.09	.06-.10
Codfish, fillets	.10-.15	.10-.14	.09-.12	.09-.12	.11-.14
Croakers	.03-.05	.01½-.05½	.02-.05	.01¼-.04	.02½-.04
Dabs	.04-.05	... .03	.03-.04	.03-.05	.04-.06
Drumfish (each)	.25-\$1.00	... .03	... .03	... .03	... .03
Eels	.06-.18	.12-.18	.10-.16	.08-.16	.10-.16
Flounders	.04-.12½	.03-.12½	.03-.06	.04-.10	.06-.12
Fluke	.06-.18	.06-.16	.05-.15	.06-.18	.07-.18
Haddock	.03-.06	.03-.06	.03-.05	.04-.06	.04-.06
Haddock, fillets	.10-.14	.10-.14	.09-.12	.09-.12	.11-.12½
Hake	.04-.06	... .02	.02-.03	.02-.04	.03-.04
Halibut	.16-.20	.14-.20	.14-.18	.14-.15	.16-.18
Herring	.01-.03	.01-.03	.01-.03	.01-.02	.01-.03
Kingfish	.05-.18	.04-.20	.04-.15	.04-.15	.05-.15
Mackerel	.02-.08½	.01-.06	.02-.10	.01½-.10	.02-.07
Mullet	.03½-.04	... .03	... .03	.05-.06	... .03
Pollock	.05-.07	.04-.05	.03-.04	.03-.04	.03-.05
Pompano	.30-.35	.30-.40	.30-.35	.32-.35	.32-.35
Red Snapper	... .12½-.18	.12-.16	.14-.15	... .14	... .14
Salmon, Atlantic	.20-.28	.20-.28	.25-.35	.30-.33	.22-.32
Salmon, Pacific	.14-.20	.12-.18	.12-.18	.12-.18	.15-.18
Scup (Porgies)	.01-.04	.01-.03	.01-.03	.01-.04	.01-.04
Sea Bass	.05-.14	.02½-.12½	.03-.12½	.03-.20	.02-.18
Sea Robins	.02-.03	.02-.03	.01-.03	.02-.03	.02-.02½
Skate	.01-.03	.01-.03	.01-.03	.01½-.04	.02-.03
Sole, grey	.06-.08	.06-.09	.05-.08	.05-.06	.07-.10
Sole, lemon	.08-12½	.06-.12	.06-.10	.08-.12	.10-.12½
Striped Bass (rock)	.15-.30	.15-.30	.15-.30	.15-.30	.15-.30
Sturgeon	.18-.22	.16-.18	.16-.18	.16-.20	.18-.20
Swordfish	.25-.40	.25-.35	.28-.40	.25-.32	.20-.28
Tautog (Blackfish)	.03-.06	.03-.06	.03-.06	.03-.06	.03-.05
Tilefish	.05-.08	.06-.08	.06-.07	.05-.06	.05-.07
Tuna fish	.16-.20	.05-.10	.05-.10	.05-.10	.06-.08
Weakfish	.02-.20	.03½-.20	.01½-.18	.02-.20	.02½-.20
Whiting	.0½-.04	.0½-.03	.01½-.04	.03-.04	.03-.04
Clams, hard (tub)	1.25-2.50	1.00-2.50	.85-2.00	1.25-2.00	1.20-2.00
Clams, soft (tub)	1.00-3.00	1.00-2.00	.75-1.25	1.00-1.25	1.00-1.25
Conchs, (tub)	1.25-1.50	1.00-1.25	... .03	... .03	.50-.60

Crabs, hard (basket)	.75-1.50	.50-1.50	1.00-1.25	.60-1.00	.75-1.00
Crabs, soft (doz.)	.35-2.25	.20-2.00	.20-2.00	.30-2.00	.30-1.75
Frogs legs	.25-.50	.12½-.70	.12½-.65	.12½-.55	.12½-.50
Crab meat	.25-.60	.25-.55	.25-.65	.25-.50	.25-.50
Lobsters	.35-.46	.30-.45	.25-.42	.28-.40	.28-.40
Lobster meat	.65-.75	.60-.75	.60-.75	.60-.70	.60-.70
Langoustine (sea crawfish)	.40-.60	.45-.60	.50-.60	... .03	... .03
Mussels (basket)	.50-.75	.50-.75	... .03	.50	... .03
Scallops, sea (gallon)	1.50-1.75	1.35-1.75	1.40-1.75	1.50-1.70	1.55-1.85
Shrimp	.07½-.20	.08-.25	.10-.26	.12-.16	.14-.20
Squid	.03-.08	.03-.05	.03-.06	.03-.12	.03-.10

## Fulton Market Vessel Landings

By L. K. Herzog

FROM June 17 to July 16, a total of 3,001,975 pounds of fish; 40,400 bluefish (in number); and 22,600 gallons of scallops were landed by the vessels docking at Fulton Market. These quantities were comprised of the following:

Scallops	22,600 gallons	Halibut	600 pounds
Bluefish	40,400 (in No.)	Swordfish	275 "
Flounder	745,800 pounds	Tilefish	88,300 "
Ground	1,386,000 "	Butters	4,000 "
Haddock	278,000 "	Mackerel	600 "
Cod	315,800 "	Catfish	1,500 "
Scrod	158,000 "	Dabs	18,000 "
Hake	5,100 "	Sea Bass	800 "

### Why Should The Fishing Fleet Suffer?

Coast Guard boats operating in Long Island Sound are hailing fish boats heading into Fulton Market and wasting their valuable time while ships papers are inspected, hatches opened, and cargoes injured without any liquor being found.

To get the other side of this story, we called at the New York headquarters of the Coast Guard and opened the subject to Commander J. S. Baylis and Captains J. F. Hottell and J. E. Whitlock. Their scenario in 4 parts is; (1) For the past month or so there has been a large quantity of contraband alcohol off the coast; (2) One vessel, (not a fish boat), tried to break through the lines and was nabbed with a wham and its 50,000 gallons and boat confiscated; (3) The main supply got tired of waiting and put off to European ports; (4) The boys on the picket line are finding it difficult to relax after they have won the battle.

There's something wrong in this whole business that calls for a get-together to stop this persecution.

## Section of Fulton Market Topples into River

COLLAPSING with a roar at midnight August 10, a huge section of the Fulton Market building housing Booth, Anderson & Price, Brien & Mahon, C. G. Wadman and Dagny fish companies slid into the East River, carrying with it safes, office records and furniture. The section from J. E. Treakle's premises to the south end did not fall but the weakened structure prohibited occupancy, with the result that all business was being transacted in the street a day later. The adjoining building, with stands 1 to 18, was not affected. Had the collapse occurred while the market was in operation, hundreds of persons would have been killed or injured. Plans for rebuilding are already under way; business is going forward as usual in spite of the severe handicaps.

## Boston

### New Trawlers Now Number Nine

By Gardner Lamson

**T**HE recent order for two trawlers, to be built by the Russell Erie Basin Shipyard, Inc., Brooklyn, N. Y., brings the total number of new trawlers ordered this year to date, up to nine. The designs for these latest trawlers present still further improvements in hull construction, deck arrangement and fishing facilities. All details have not yet been worked out, but a complete description of the new features and equipment will appear in our next issue.

#### Launching Date Set for New Trawler

The *Storm*, first of the three new trawlers for the Bay State Fishing Company, is scheduled to be launched at the Bath Iron Works, Bath, Me., on Wednesday, August 19, at 3:00 p.m., D.S.T. The *Surf* and *Swell*, sister ships, will be launched shortly after.

#### F. J. O'Hara & Sons, Inc.

This month the Atlantic & Pacific Fish Company became F. J. O'Hara & Sons, Inc. For some 35 years Francis J. O'Hara has been the principal stockholder of this company which he founded in 1901. For seven years previous to the inauguration of this firm Mr. O'Hara was associated in the fish business with his father.

Of late a large nationally known organization of chain stores carrying a somewhat similar name began to handle fish, and the resulting confusion indicated the necessity for a change of firm name.

#### Greene New General Seafoods Sales Manager

L. A. Greene has been appointed Sales Manager of the General Seafoods Corp. Mr. Greene was formerly connected with the Kroger Grocery & Baking Co., at its general office in Cincinnati, where he had jurisdiction over purchases of fish and shellfish.

#### Capt. Westerbeke Now Filleting

Gulf Stream Fish Co., Inc., a newly formed concern of which Capt. Wm. E. Westerbeke is treasurer, has started filleting and freezing ground fish. The processing is being done in cooperation with L. B. Goodspeed, Inc., on the third floor of their store at 25 Fish Pier. United Welding Co. constructed and installed the equipment.

#### New Equipment on the "Exeter"

New Western Electric marine radiotelephone equipment has been installed on the *Exeter* to replace that ruined when the vessel was sunk in Boston harbor several weeks ago. The equipment is being supplied by the New England Telephone and Telegraph Co. The vessel also has a new 56 cell, type MVM17 Ironclad Exide battery.

#### "Boston College" Being Overhauled

The *Boston College* is being thoroughly overhauled at the General Ship & Engine Works, East Boston. Pumps have been removed from the front end of the engine, and a 20 kw. variable speed generator, of Diehl manufacture, direct connected to the engine, installed. Condensing water and lubricating oil pumps have been placed on the side, and are driven by Diehl motors.

#### "Cormorant" Reconditioned

After her annual Summer overhauling, the *Cormorant*, owned by the Ocean Trawling Corporation, made her shake-down run July 30. The trip was very successful, and was enjoyed by 30 or 40 guests, including John Burns, Jr., President of the Ocean Trawling Corporation; Mrs. Burns, Mrs. Rose, Commissioner Eugene Hultman, of the Metropolitan District Commission; Mrs. Hultman, Mr. and Mrs. Ernest Rueder, Mr. and Mrs. Albert Geiger, C. D. Hubbard, of the Atlantic Works; Clarence J. O'Neill, of the Electric Boat Company; and Mr. Blake.



The "Babe Sears", Capt. Joseph Sears, rigged for sword-fishing. Power is furnished by an Atlas Imperial Diesel.

#### Boston Fish Pier Landings for July

(Hailing fares. Figure after name indicates number of trips)	
<i>Adventure</i> (2)	224,000
<i>Alice Hathaway</i> (1)	67,000
<i>American</i> (2)	107,000
<i>Amherst</i> (4)	381,000
<i>Andover</i> (3)	242,500
<i>Atlantic</i> (4)	438,000
<i>Billow</i> (5)	782,000
<i>Boston</i> (4)	406,000
<i>Boston College</i> (1)	154,000
<i>Brant</i> (3)	452,000
<i>Breeze</i> (2)	350,000
<i>Brookline</i> (4)	478,500
<i>Cambridge</i> (3)	417,000
<i>Comber</i> (2)	301,000
<i>Coot</i> (1)	55,000
<i>Cornell</i> (2)	212,000
<i>Curlew</i> (1)	174,000
<i>Dartmouth</i> (1)	119,000
<i>Donald</i> (4)	293,000
<i>Dorchester</i> (2)	176,000
<i>Ebb</i> (3)	363,000
<i>Edith L. Boudreau</i> (1)	57,000
<i>Elk</i> (2)	257,000
<i>Ethel B. Penney</i> (1)	40,000
<i>Fabia</i> (3)	370,300
<i>Flow</i> (4)	385,000
<i>Foam</i> (2)	142,000
<i>Frances C. Denehy</i> (1)	70,000
<i>Gale</i> (2)	331,000
<i>Gemma</i> (1)	137,000
<i>Georgetown</i> (3)	317,000
<i>Geraldine &amp; Phyllis</i> (5)	400,000
<i>G. L. Thebaud</i> (1)	35,000
<i>Gertrude Parker</i> (1)	121,000
<i>Hekla</i> (4)	363,000
<i>Helen M.</i> (3)	151,500
<i>Holy Cross</i> (3)	417,000
<i>Illinois</i> (1)	120,000
<i>Imperator</i> (1)	30,000
<i>Isabelle Parker</i> (4)	287,000
<i>J. M. Marshall</i> (3)	164,800
<i>Joffre</i> (1)	111,000
<i>K. F. Saunders</i> (1)	47,000
<i>Killarney</i> (1)	88,000
<i>Kingfisher</i> (2)	324,000
<i>Lark</i> (4)	394,000
<i>Laura Goulart</i> (1)	94,000
<i>Leonora C.</i> (3)	218,500
<i>Loon</i> (2)	246,000
<i>Maine</i> (2)	273,000
<i>Maris Stella</i> (3)	254,000
<i>Marjorie Parker</i> (3)	129,000
<i>Mary &amp; Julia</i> (1)	49,000
<i>Mary E. O'Hara</i> (1)	39,000
<i>Mary P. Goulart</i> (5)	272,200
<i>New Bedford</i> (1)	65,000
<i>Newcastle</i> (3)	112,000
<i>Newton</i> (4)	511,500
<i>Notre Dame</i> (2)	232,000
<i>Olympia</i> (1)	32,200
<i>P. J. O'Hara</i> (2)	64,000
<i>Plover</i> (1)	132,000
<i>Plymouth</i> (5)	378,000
<i>Pollyanna</i> (2)	161,000
<i>Princeton</i> (2)	196,000
<i>Quincy</i> (4)	377,500
<i>Rainbow</i> (3)	195,500
<i>Raymonde</i> (2)	63,000
<i>Rhodora</i> (1)	46,000
<i>Ripple</i> (1)	191,000
<i>Rita B.</i> (2)	119,000
<i>Sadie M. Nunan</i> (2)	101,000
<i>Saturn</i> (4)	665,500
<i>Sea</i> (1)	135,000
<i>Shamrock</i> (4)	329,000
<i>Shawmut</i> (4)	379,000
<i>Spray</i> (2)	266,000
<i>Teal</i> (2)	251,000
<i>Teazer</i> (2)	102,000
<i>Tern</i> (2)	291,000
<i>Thomas Whalen</i> (2)	146,000
<i>Tide</i> (1)	117,000
<i>Trimount</i> (4)	443,000
<i>Vagabond</i> (4)	178,000
<i>Vandal</i> (3)	160,000
<i>Venture II</i> (1)	62,000
<i>Verna G.</i> (3)	109,300
<i>Wamsutta</i> (1)	38,000
<i>Whaling City</i> (1)	80,000
<i>Whitecap</i> (2)	266,000
<i>Widgeon</i> (2)	308,000
<i>Wm. J. O'Brien</i> (2)	204,000
<i>Wm. L. Putnam</i> (4)	334,000
<i>Wintrop</i> (4)	256,500
<i>Yankee</i> (3)	290,000

## Great Lakes Exposition Features Bureau of Fisheries Exhibit

By E. L. Ways

**F**EATURED at the Bureau of Fisheries exhibit at the Great Lakes Exposition, Cleveland, is a diorama showing the effect of thermal conditions in Lake Erie on the commercial capture of fish. Other exhibits included a panel showing the many uses to which fishery products are put, methods of taking fish, food value, etc.

### Catch of Smelt Exceeds Trout

Nearly 4,000,000 pounds of smelt were caught last season in the Great Lakes, exceeding in poundage but not in value the total catch of trout in the same waters under Michigan jurisdiction, the Department of Conservation announces. Most of the smelt represented in the compilation were sold by commercial fishermen or jobbers at an average price of one and a half cents a pound.

In compiling the data received from district conservation officers it was discovered that smelt seem to be well established in every section of the Great Lakes waters.

### Fish Perish in Heated Lake

The intense heat of last month was blamed for the deaths of thousands of pike and perch in Tawas Lake, Mich.

The dead fish were floating on the surface of the lake, the waters of which became too warm to sustain life in them.

Conservation Officer Arthur Lietz estimated that there are thousands of fish victims of the heated water. He said that outside of pike and perch, other species, such as bluegills, bass, sun fish, etc., were holding their own.

### Complete Reports Must be Made Out by Fishermen

No licenses will be granted Wisconsin commercial fishermen until new application forms have been completely filled out and filed in the Madison office of the Conservation Department, the Department has announced.

### Opens New Fish Market

Walter Glocke, operator of fish markets in several Wisconsin cities, has opened a new market in Watertown. Fresh water fish as well as sea foods are handled by the market, which employs from three to five salesmen.

### Unusually Good Demand for Blue Pike

Western Lake Erie fishermen, as July was ending, reported unusually light catches, especially of perch which, for a number of years, have always been plentiful in Summer, so plentiful the Summer before last, that "takes" had to be limited by the Ohio State Conservation Department.

Catches this Summer have been principally of blue pike, for which, fortunately for the fisherman, there has been a good demand.

The market has been unusually good; so good that meeting its demands has been impossible.

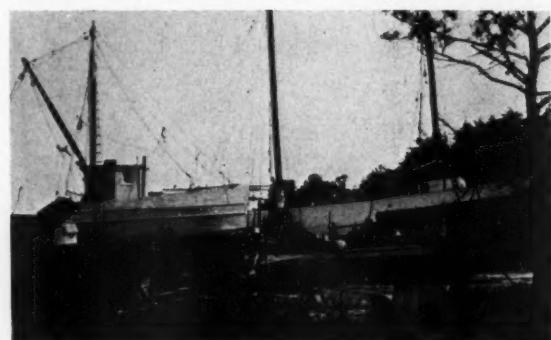
"We can't bring in fish fast enough to fill orders," said John C. Wohlers, general manager of Post & Co., of Sandusky.

### Continues Drive Against Sale of Undersized Fish

Reports of a "truce" between Ohio Conservation Department officials and Lake Erie commercial fishing interests, widely published recently, are "without foundation" according to Conservation Commissioner Lawrence Woodell.

"The Department will continue unabated, its drive against those who possess undersized fish and offer them for sale," Woodell declared.

Clay Harmon, chief of the Ohio Bureau of Enforcement, says that a net mesh a little larger than that now fixed by Ohio statute would prevent the catching of fish that are undersized to a great extent.



The busy boatyard owned and operated by E. L. Deagle at Ruark, Va. All boats finished with Pettit paint.

## St. Augustine Items

By Leonard Willey

**B**OAT yards at St. Augustine were busy last month, and a new boat named *Il Duce* was built for Mrs. DeGrande, to be powered with a Waukesha engine. Mrs. DeGrande also owns the *St. George*, *San Marco* and *Roamer*.

Two new boats were built at the Syrmis Boat Works, one for Dominick Poli and one for Mr. Pacetti, both of St. Augustine.

After constructing a shed at Zeigler's plant, the boat builders there began work on a large shrimper for Ramos Bros. of St. Augustine and Darien, Ga.

### Want New Channel Dug

The condition of the bar at St. Augustine is becoming serious. The larger shrimpers can go in and out only at high water. Recently the *Little Flower* and *Madonna* hit the bar and had to be hauled out on Georges Marine Railway for repairs.

The shrimpers here want the Government to deepen the channel or dig a new one through an island North of the regular inlet. One of the leaders of this movement is Capt. John Versaggi who owns a fleet of boats here.

### New Crab Factory Busy

Last month the new crab factory at Farmdale had more orders than they could fill.

This factory, which was recently put into operation, is owned by H. R. and J. E. Stansbury, and W. P. Kennedy.

A very unique bait is used, it being the common stingaree, the meat of which is tough, making it hard for the crab to remove it quickly.

## New Jersey

### New Menhaden Boat Delivered

The Aspen Fish Products Co., Wildwood, N. J., took delivery on July 8 of the *Aspen*, the new menhaden boat built by The Humphreys Railways, Inc., Weems, Va. The *Aspen* has a length of 106½ ft. over all, 19 ft. beam, and 9½ ft. moulded depth, and is so designed that it can be used for trawling. Power is furnished by a 250 hp. Cooper-Bessemer Diesel. The hoisting equipment was supplied by the Hathaway Machinery Co. The *Aspen* is a speedy boat for her size and service, making approximately 13 miles per hour.

### Capt. Mogck Building Two New Boats

Capt. Harry Mogck, of Cape May, is building a new fishing boat for Capt. Ehlko Friesenborg. Power will be furnished by a 4-cylinder, 10 in. x 13 in., 135 hp. Atlas Imperial Diesel.

Capt. Mogck is also building an 80-footer for Capt. William Johnson, to be named the *Doris Gertrude*.

### National Net & Twine Representative in New Jersey

Berton C. Brown of New Gretna, N. J., is now representing the National Net & Twine Division of Ludlow Mfg. & Sales Co., throughout the State of New Jersey.

## Maryland Scientists Study Sea Food Industry

By Edward Bowdoin

A PARTY from the Chesapeake Bay Biological Laboratories, in the upper section of the Chesapeake Bay area, visited Crisfield, Maryland, last month on board the Conservation Commission's police boat *West Point*.

In the party were Dr. V. D. Vladkyov, Russian scientist and noted fishery biologist, who is spending about a year here making a study of the fisheries industry in Maryland; Dr. R. V. Truitt, Director for the Chesapeake Biological Laboratories; and members of the research staff and teachers and students from the laboratory.

One of the things the department studies with deepest interest is the habits of the blue crab of the Atlantic coast, and last Fall experiments were made to determine how far these crabs go in Winter and where they spawn.

### Crabbers Having Excellent Season

The crabbers are making more money than since war prices. Some crabbers have sold their crabs and earned \$65 per week. The packers have had a good demand and received high prices. The watermen so far have had the best season for five years. A new method has been adopted by some of the crabbers. A seine is hauled by two men, one at each end, similar to a haul seine. The men walk on the bottom in shallow water with the seine spread out, when the seine is full of crabs they draw the seine together and dump the crabs in a boat.

### Marine Railways Busy

The three railways, Chas. A. Dana, Smith's Railway, and Daugherty & Quinn are busy repairing, installing new engines, and painting boats. Smith's railway has built several pleasure cruisers recently, besides a number of work boats.

### Shell Planting Project Likely

It begins to appear that finally the plan to plant back in the waters of the State oyster shells on which there are live spat and live small oysters, will be put into effect this Fall.

As all oyster packers and handlers know, oysters caught in some sections of the State frequently have from one to half a dozen small oysters on the large shell, and it has been claimed that if, after the marketable oyster was opened, the shells with these live young oysters on them were immediately put back overboard, the young oysters would grow and mature, instead of dying on the shell piles as they do now.

Wallace M. Quinn has been one of the leaders of a group who have advocated this measure to build up the oyster business of the State, and recently he again recommended the plan to United States Senator Millard E. Tydings, asking for Government investigation and aid in the undertaking.

### Virginia Commission in Dispute with Tongers

While Tidewater Virginia oyster planters are preparing for the opening of the bivalve season the first of September, a war is on between tongers and the Virginia Commission of Fisheries.

War clouds began gathering on January 1, 1936 when a ban of the commission against the use of patent tongs went into effect in the upper and lower Chesapeake, the only exception being deep water sections.

The Commission, headed by Richard Armstrong, Hampton, has taken the position that the patent tong, a basket-like affair, is destructive to mother oysters on the beds and because of its dredge function in beds is causing untold damage.

Tongers numbering 300 went to the confab with the Commission at Irvington and protested that such is not the case, that beds are not damaged by the patent tongs.

With millions invested in the business seafood leaders have every reason to watch developments with acute interest.



Spanish mackerel and kingfish boats at the L. L. Long Co., Miami, Fla. The boats are equipped with Eveready batteries.

## Biloxi Plans Big Season

By A. V. Ragusin

EXTENSIVE plans have been made by Biloxi packers to have their boats and various equipment ready for the opening of the shrimp season on August 10. Shipyards have been working full time to get boats in readiness.

Many new trawlers have been built during the past year, and Deputy Collector of Customs Lewis E. Curtis, has been kept busy measuring vessels to be registered in time for the opening of the season.

The various packing plants have made improvements to handle the pack and indications are that the catch will be sufficient to supply the demand which also is much better than in previous years.

### A Recent Launching

Francis Brander and Willie Bowen, who operate a shipyard at Biloxi, launched a new power boat on July 20 which they built for Frank Filipich. The new vessel, which is 54.5 x 16 x 6, was named the *Minia*, by Mr. Filipich, in honor of his native city of Austria. The boat is the first of its model to be constructed in Biloxi and will have a 56 hp. Standard motor installed, and it will be placed into the industry for shrimping shortly. It will become one of Dorgan & McPhilips fleet. It is the fourth boat these shipbuilders have completed the past year.

### Boats Engaged in Planting Oyster Shells

Sixty-three boats are engaged in planting a total of 446,000 barrels of oyster shells in Mississippi waters, which have been divided into four zones in the WPA oyster shell planting project along the Coast for which B. T. Barnett is supervising engineer.

## Oyster Advertising Campaign Starts

THE Oyster Institute of North America, Washington, D. C., has adapted comedy and cartoon to its advertising copy for the second year of a national campaign to boost oyster consumption.

The signal characteristic of all copy will be a line "the real pearl in an oyster is health." Constant repetition gives the expression almost the weight of a slogan, but the Institute so far has not adopted any official designation except its seal of an erect trident. The trident, of course, will appear in all copy and it is stamped on the shipping containers used by members.

In addition to consumer copy, the Institute will use space in hotel, restaurant, grocery, chain store and fishing trade papers. The trade paper copy will treat the subject in a similar vein.

The copy differs from that of last year in that the maiden effort was limited to a factual presentation of oysters and oyster recipes. Sales reports showed a climb estimated at 30 per cent during the period and some dealers announced increases of 100 per cent and more.



Party boat "Jib II", owned by Capt. Clarence DeGarmo, Babylon, L. I. Equipped with Palmer motor and Exide battery.



The "Lottie B." of Sheepshead Bay, L. I., powered by a 50 hp. Bolinders Diesel of the W7 type.

## Long Island Many Branches of Fishing Industry Show Improvement

By C. A. Horton

**F**ISHERMEN say the season has been good for all kinds of fish and prices for the most part, very satisfactory.

In Block Island Sound the catch of butterfish the early part of the season was better than usual and good catches were again made the latter part of July.

The trap fishing firms Myron Brown, and Vail and Eldridge who hail from East Marion, are finding very good fishing at Block Island Sound. The latter part of July there was an increase in the run of butterfish and porgies and the prices for the most part have been good.

Tuna and bonita fishing, on the off-shore fishing grounds at Montauk, is much better than last year at this time. The run is from 10 to 100 pounds.

The commercial fishermen report a larger number of broadbill swordfish being taken this season than usual.

Weakfishing in Peconic Bay and Great South Bay the latter part of July took a decided spurt after a lull. Large catches have been made since the early run in May.

### Oyster Growers to Hold Outing

The annual outing of the Long Island oyster growers is scheduled to be held August 26. Busses will take the guests—city, state and Federal officials, newspaper and magazine writers—by bus from New York to Greenport, where the outing will be held.

### Dispute Settled

The "war" between the commercial fishermen and the anglers in the waters of Islip Township was ended July 29th when the Town Board adopted a law forbidding net fishing in certain waters over land owned by the town of Islip. Three channels have been set aside for the exclusive use of anglers except during the months of December, January and February. These three months were left open to the use of commercial net fishermen through an agreement between the Bay Shore Boatmen's Association of which Capt. Al Veltman is president, and the commercial fishermen.

### Bluefish

Bluefish arrived at Montauk about the second week in July. Blues range along the Atlantic seaboard from Maine to Florida, and the outer Long Island coast is one of their best areas.



The "Mildred & Madeline", owned by Edward Buys and Marinus Verschure, W. Sayville, L. I.; powered by a 75-90 hp. 6 cylinder, 2-cycle Wolverine Diesel.

## Block Island Fishing Fleet Shows Greatly Increased Activity

By C. H. Lewis

**J**ULY was a month of considerable activity on Block Island. Swordfishing has been notably prominent and with tuna momentarily expected, sportfishermen are chartering boats well in advance.

### First Tuna

The first tuna was brought in by the *Roswell P.*, Capt. Elbert Palmer. It weighed 313 pounds when dressed. Since then, several large ones have been brought in and on the 17th of July, when some twenty swordfish were caught, two giant tunas were landed. The largest weighing 480 pounds dressed was caught by Capt. Silas Hall of the *Elena*.

### Mackerel and Lobsters

Trap fishermen have been getting quite a few mackerel but the prevailing prices are low. Small boats have been drailing for mackerel but many sold them for lobster bait. Lobstering seems about normal, practically the same amount of gear being set as in the previous season. Capt. Harry

Smith of the *Carnegie* hooked an exceedingly large lobster on a hand line. It weighed 20 pounds.

### Dragging

Some boats are dragging. Among them are the schooners *Addie May*, the *Alba V.* and the *Mary E.* While Captain Curtis Sprague of the *Two Friends* was dragging off Sandy Point, his net became badly entangled. After strenuous hoisting a 500-lb. anchor was brought to the surface and on to the deck.

### Marine Service, Inc., Enlarged

The Marine Service, Inc., has erected a new building and several pieces of machinery have been added to the equipment. Activities have increased generally throughout the Spring and Summer. Among the many boats hauled was the *Dixie*, belonging to Capt. Dodge, eighty-four, who personally cleaned and painted the *Dixie* which, incidentally has the distinction of being the first visitor to the railways when they were first installed, several years ago. The *Mildred*, Capt. Webber Murray, has been quite transformed. The cabin was enlarged to shelter the engine which was formerly in the cockpit. The *Carlton S.*, Capt. Albert Hayes, has had a new 65 hp. Lathrop engine installed at Mystic.



## Market's Rising— can you get here fast?

Many a rail-high load has run in late to market because of faulty piston seal in the engine.

Don't allow compression leaks! They'll cut your power and your profits. And they're often caused by carbon and sticking rings—by poor oil.

Use Essomarine—the marine engine lubricant that is built for the job—and insures against blow-by and power loss—sludge and carbon.

Start every trip from the red and white Essomarine sign. You'll save on fuel and lubrication—prevent breakdowns at sea—and get every ounce of drive your engine is built to give.

### Sure—Essomarine has stepped up our speed!

Essomarine Lubricants constitute a complete line for use in steam, Diesel or gasoline engines. They are especially adapted to the needs of the fishing trade. Get them through any of the following major companies: Standard Oil Company of New Jersey—Colonial Beacon Oil Company, Inc.—Standard Oil Company of Pennsylvania—Standard Oil Company of Louisiana—Standard Oil Company, Incorporated in Kentucky—Standard Oil Company (Ohio)—Humble Oil and Refining Company—(In Canada) Imperial Oil, Limited.



PENOLA INC., 26 BROADWAY, NEW YORK CITY



The new 90-ft. "Whaling City", owned by Captains Tom Keeping and Bill Hayes, New Bedford. Equipment includes a 180 hp. Cooper-Bessemer, Hyde propeller, Hathaway winch and Shipmate range.

## Vineyard Weather Reverses Fishermen's Luck

By J. C. Allen

**T**HE Wheel-house Loafer who pilots this column, after yahooing to the four quarters of the compass about the luck of a month ago, has had to house his blasted bowsprit, retrench, back water and otherwise reverse the whole process of plain and fancy navigating, just because he not only spoke out of turn, but had altogether too damned much to say besides.

The trouble has not been with the fish. Insofar as plain fish are concerned, the Loafer has to devour none of his words of last month. Nope, it's the spell of cussed weather that has jangled the luck until it's almost a sin to offer any report on the local fisheries at all.

### Weather Affects All Branches

Naturally such weather conditions have affected everything. The bait has scattered, the bottom fish have broken up more or less, the lobsters have taken in ballast and headed for deep water and four hundred sea-skimmers have sat on the cap-log and chewed tobacco and cursed the luck.

Not every day, by a long shot, for they have dodged out by day or night whenever a chance offered, and as mentioned before, whenever the sea flattened enough to allow them to work, they found fish and plenty of 'em. The regular varieties have run the best thus far, scup, bass, mackerel, flukes and blackbacks, with the accent on the last three in particular.

### Lobstering Still Good

Lobstering has been fair in all soundings. The boys haven't tended their gear with their accustomed regularity, simply because it has been difficult as the devil at times to keep their feet on the deck. Some of the gang have started to invent a shoe with claws on it like those of a tiger, so that a man can sock 'em into the planking and remain put even if his boat capsizes. But the lobstering is all right, and no errors. There hasn't been any real slim pickings, and the price is ahead of that of a year ago, so that even the most pessimistic admit that there is much to be thankful for.

### Sea-Scallopers Making Money

The sea-scallopers are making money like nobody's business. They go out and stay for a week or better, and they get rolled and tumbled until every man's palate tastes of his liver. But they deliver the goods and they collect the kale, and you may lay to that.

### Mosquito Fleet

It is still possible for a man to make wages and then a little, with a pair of lines and a bucket of squid. The mosquito fleet that frequents these waters in Summer and Fall, average about 300 pounds of scup and bass to a boat, and most of the boats only carry one man.

## New Bedford

### "Massasoit" Burns, Capt. Malone and Crew Saved

By Gardner Lamson

**F**Ollowing an explosion while fishing off Nantucket on Aug. 7, the 70 ft. New Bedford schooner *Massasoit* burned to the water's edge. The crew of five, including the captain and owner, Douglas Malone, were rescued by the *Ivanhoe* of Nantucket. The engineer, Roy Nickerson, attributed the fire to a short circuit in the engine room.

### Scallopers Doing Well

According to L. S. Eldridge & Son there are between 20 and 25 scallop druggers operating from New Bedford. Prices for scallops are holding up well, ranging from \$1.30 to \$1.40 per gallon for the last week in July. Not so many are being brought in this year as usual.

### Large Mackerel Landings

More mackerel than usual are being landed at New Bedford this season. They are being brought in mostly by Gloucester craft since no New Bedford vessels are seining. Both Joseph Goulart & Co., and L. S. Eldridge & Son are making large shipments of mackerel.

### Pier 3 Finished

Work on enlarging Pier 3 has been completed and represents a great improvement for the port, since the necessity of vessels tying up several deep has been eliminated. An attractive Wharfinger's house is nearly ready for occupancy. It is reported that the extending of Pier 4 is under discussion.

### New Exide for "Gay Head"

The *B. T. Hillman*, which Capt. Mullins recently purchased from Capt. Horace Hillman of Edgartown, has been renamed *Gay Head*, and is now scallop dragging. She has been equipped with a new 16-cell, KX13-B Exide battery, 112 ampere hours at the 8 hour rate.

### "Noreen" at Hathaway's

One of the busiest establishments is that of the Hathaway Machinery Co. at Fairhaven where about 70 men work in a modern plant which is kept exceptionally cool by the incoming sea breezes. At present, attention is focused on Capt. Mike Smith's new vessel, the *Noreen*, which is being completely outfitted. Her 230 hp. Cooper-Bessemer Diesel was lowered into position on July 30. She is to have a 16 cell, KX19-A Ironclad Exide battery, 171 ampere hours at the 8 hour rate. The vessel is expected to start fishing about September 1.

### Boats Hauled Out at Kelley's

At the D. N. Kelley & Son yard a large number of boats have been overhauled. These include the *R. Eugene Ashley*, *Martha Murley*, *Sea Ranger*, *Wamsutta*, *Newfoundland*, *Wm. H. Killigrew*, and several flounder druggers of the Nantucket fleet. The *Whaling City* arrived for its first hauling on July 31st for minor adjustments. She has made several good trips since being placed in service.

### Peirce & Kilburn Having Good Season

Peirce & Kilburn have experienced an active season. Besides doing work on fishing boats, they have been handling much pleasure boat business, with the yachting season now at its height. The new fisherman *Noreen* had her first hauling out here while her wheel and other under-water gear were put in place.

### Casey Painting Several Vessels

Casey Boat Building Co. has overhauled and painted several fishing boats from both Gloucester and New Bedford. The *Linta* underwent extensive repairs, having been supplied with new iron sheathing, caulked and painted. Tarr & Wonson paint was used on the bottom, Edw. Smith & Co.'s. on the topsides and Kirby's on the decks and sides. The *Alice J. Hathaway* was equipped with 28 new stanchions, new bulwarks and new covering boards on the port side. The *Old Lady* received a coat of paint, with Edw. Smith & Co.'s. products being used on the decks.



## A FISHERMAN'S LIFE

depends on his rope; so does his very livelihood. That is why we have always made the best rope we knew how. Our business was founded by fishermen and shipowners—by men who made rope for their own kind. Nearly ninety years of experience lie behind it, and today we are making better rope than ever. Our latest product—Maritime Manila Fishermen's Rope—is a proof of this. It has been developed by a process of our own, and is manufactured only by us. It is water resisting and rot resisting. It stays pliable, and it splices and handles easily, whether wet or dry. Owing to its permanent lubrication, it resists wear, both normal and abrasive. It is not easily affected by marine growths. It costs no more than New Bedford Pure Manila, and we supply it in all sizes and types. Above all, it is dependable, everywhere, and at all times. That is what a fisherman wants to know about a rope. And that is what every fisherman knows about any rope made for his use by the

### NEW BEDFORD CORDAGE CO.

Established 1842  
 General offices, 233 Broadway, New York  
 Mills, New Bedford, Mass.  
 Boston Office, 10 High St.  
 Chicago: 230 W. Huron St.



## Where to Buy Fish and Shellfish Products

Look up the fish and shellfish products you need. The numbers after the items refer to the companies listed in "Where to Buy" column on opposite page.

### ALEWIVES:

Fresh /Frozen: 3, 5, 8  
Smoked: 3

### BLUEFINS:

Fresh /Frozen: 17  
Smoked: 14

### BLUEFISH:

Fresh /Frozen: 1, 6, 8, 10, 13,  
29

### BLUE PIKE:

Fresh /Frozen:

### BUTTERFISH:

Fresh /Frozen: 3, 5, 10

### CARP:

Fresh /Frozen:

### CATFISH and BULLHEADS:

Fresh /Frozen: 7, 12, 14

### CHUBS:

Fresh /Frozen:

Smoked: 14

### CLAMS, HARD:

Shell: 4, 5, 9, 11, 22  
Shucked: 4, 5, 9, 11

### CLAMS, SOFT:

Shell: 3, 5, 22  
Shucked: 3, 5

Canned: 5, 16

### COD:

Fresh /Frozen: 3, 5, 25, 26, 27  
Fresh /Frozen Fillets: 3, 5, 15,  
25, 26, 27

Fresh Steaks and Sticks: 3, 5  
Cheeks, Sounds, Tongues: 2, 3, 5  
Canned (Cakes, Flakes, etc.): 2,  
5, 23

Salted: 2, 3, 5, 14, 15, 16  
Smoked Fillets: 3, 5, 15, 16, 25

Oil: 3, 5

Cod-Liver Oil: 5, 16

### CRABS:

Hard: 4, 5, 9, 11, 12, 22  
Soft: 4, 11, 12, 22

Crab Meat: 4, 8, 11, 12, 22, 24

Canned: 16

### CROAKERS:

Fresh /Frozen: 6, 10, 28, 29

Fresh Fillets: 10

Dressed: 10

### CUSK:

Fresh /Frozen: 3, 5  
Fresh Fillets: 3, 5

Fresh Steaks and Sticks: 3, 5

Salted: 2, 5, 44

Smoked Fillets: 3, 5

### DRUM (Red Drum):

Fresh /Frozen: 1

### EELS:

Fresh /Frozen: 4, 5

Smoked:

### FLOUNDERS:

Fresh /Frozen: 3, 5, 6, 10, 28,  
29

Fresh /Frozen Fillets: 3, 5

### FLUKE:

See Flounders

### FROGS:

Whole: 7, 8, 12, 13  
Legs: 7, 13, 23

### GRAY TROUT:

Fresh /Frozen: 6, 10  
Dressed: 10  
Fillets: 10

### GROUPERS:

Fresh /Frozen: 1, 8  
Fresh Fillets and Steaks: 8

### HADDOCK:

Fresh /Frozen: 3, 5, 25, 26,  
27

Fresh /Frozen Fillets: 3, 5, 14,  
15, 25, 26, 27

Fresh Sticks: 3, 5

Canned: 23

Salted: 2, 5

Smoked Fillets: 3, 5, 15, 25

Finnan Haddie: 3, 5, 15, 16, 25

### HAKE:

Fresh /Frozen: 3, 5, 6, 29

Fresh /Frozen Fillets: 3, 5, 29

Fresh Sticks: 3, 5, 29

Salted: 2, 3, 5, 16

Smoked Fillets: 3, 5

### HALIBUT:

Fresh /Frozen, Eastern: 3, 5, 7

Fresh /Frozen, Western: 3, 5, 7,  
14, 15

Salt Fins: 2

Smoked: 2

### HERRING, LAKE:

Fresh /Frozen: 3, 14, 15, 17

Smoked Fillets: 14

### HERRING, SEA:

Fresh /Frozen: 3, 5, 6

Cured: 2, 5, 16

Smoked: 2, 3, 5, 16

Canned "Sardines": 5, 15, 16

Spiced: 15

### KINGFISH or "KING MACKEREL":

Fresh /Frozen: 6, 8, 10, 13

Canned: 1

### LOBSTERS:

Live: 3, 12, 21, 25

Meat, Fresh Cooked: 3

Canned: 16, 23

### LOBSTERS (Southern Crayfish):

Live: 8, 13, 23

Meat, Fresh Cooked: 13

### MACKEREL:

Fresh /Frozen: 3, 5

Fresh /Frozen Fillets: 1, 3, 5, 14

Salted Fillets: 1, 2, 3, 5, 14,  
15, 16

Split Salted: 2, 3, 5, 14, 15, 16

Smoked: 1, 3, 5

Canned: 1, 2, 5, 16

### MULLET:

Fresh /Frozen: 8, 13, 15, 29

Salted: 1, 8, 29

Salted Roe: 1, 8

Smoked: 1

### OYSTER-CRABS:

Fresh: 4

### OYSTERS:

Shell: 4, 5, 7, 8, 10, 11, 12, 14,

19, 20, 22, 28, 29

Shucked: 3, 4, 5, 7, 8, 11, 12,

14, 20, 22, 24

Canned: 18, 19, 24

### PIKE or PICKEREL (JACKS):

Fresh /Frozen: 15

### PILCHARDS:

Canned "Sardines": 15, 16

### POLLOCK:

Fresh /Frozen: 3, 5, 27

Fresh /Frozen Fillets: 3, 5, 14,  
15, 27

Salts: 2, 3, 5, 16

### POMPANO:

Fresh /Frozen: 1, 7, 8, 12, 13

### PORGIES:

See Scup

### REDFISH (Southern):

See Drum

### RED SNAPPER:

Fresh /Frozen: 1, 8, 13

Fresh Fillets: 1, 8

Fresh Sticks: 1, 8

### ROSEFISH (Ocean Perch):

Fresh /Frozen: 15

Fillets: 14, 15

### SABLEFISH:

Fresh /Frozen: 7, 15

Fresh Fillets: 7

### SALMON:

Fresh /Frozen: 3, 5, 7, 14, 15

Hard-Cured: 15

Mild-Cured: 5

Smoked: 14, 16

Canned: 16

### SARDINES:

See Pilchards; Herring, Sea

### SAUGERS:

Fresh /Frozen:

### SCALLOPS:

Bay: 1, 7

Sea: 1, 3, 7, 11, 13, 14, 15, 22

### SCUP or PORGIES:

Fresh /Frozen: 6, 8, 10, 29

### SEA BASS:

Fresh /Frozen: 1, 6, 10, 29

### SEA BASS (Calif.):

Fresh /Frozen: 7

### WHITEFISH:

Fresh /Frozen: 15, 17

Fillets: 14

Smoked: 14

### WHITING:

Fresh /Frozen: 3, 5, 6, 29

Salts: 2, 29

### YELLOW PERCH:

Fresh /Frozen:

### YELLOW PIKE:

Fresh /Frozen: 15

### YELLOWTAIL:

Fresh /Frozen: 1, 5, 8, 13

AUGUST, 1936

## ATLANTIC FISHERMAN

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**Where to Buy**

Items on opposite page refer to these producers and distributors.

- 1—Sea Products, Inc., Box 777, Clearwater, Fla.
- 2—Davis Bros. Fisheries Co., 43 Rogers St., Gloucester, Mass.
- 3—Feyler's, Inc. (Rodney E. Feyler), Rockland, Me.
- 4—E. A. Hitchings & Co., Norfolk, Va.
- 5—Portland Fish Co., Portland, Me.
- 6—Old Point Fish Co., Inc., Phoebeus, Va.
- 7—Mid-Central Fish Co., 1656 Washington St., Kansas City, Mo.
- 8—Warren Fish Co., P. O. Box 1513, Pensacola, Fla.
- 9—W. E. Horner, Jr., Parkertown, N. J.
- 10—Ballard Fish & Oyster Co., Inc., Norfolk, Va.
- 11—L. R. Carson, Inc., Crisfield, Md.
- 12—Reuther's Sea Food Co., Box 773, New Orleans, La.
- 13—East Coast Fisheries, Inc., 360 W. Flagler St., Miami, Fla.
- 14—F. J. Wurtz, 2019 Seventh St., Bay City, Mich.
- 15—B. A. Griffin Co., 531 S. Water St., Milwaukee, Wis.
- 16—Snow Fisheries Co., 269 Northern Ave., Boston, Mass.
- 17—Hogstad Fish Co., 10-18 West Morse St., Duluth, Minn.
- 18—Biloxi Canning & Packing Co., P. O. Box 177, Biloxi, Miss.
- 19—L. P. Maggioni & Co., Savannah, Ga.
- 20—Narragansett Bay Oyster Co., Providence, R. I.
- 21—E. Jameson & Sons, Jameson's Wharf, Portsmouth, N. H.
- 22—Wm. M. McClain, 231 So. Front St., Philadelphia, Pa.
- 23—Burnham & Morrill Co., Portland, Me.
- 24—Kuluz Brothers Packing Co., 1434 E. Beach St., Biloxi, Miss.
- 25—Willard & Daggett Co., Central Wharf, Portland, Me.
- 26—R. O'Brien & Co., 34 Fish Pier, Boston, Mass.
- 27—Cape Ann Cold Storage Co., Gloucester, Mass.
- 28—Globe Fish Co., Inc., Elizabeth City, N. C.
- 29—Isaac Fass, Inc., Portsmouth, Va.

**Where to Ship**

These companies are in the market for fish and shellfish.

**BALTIMORE, MD.**

J. J. Lansburgh Co., Wholesale Fish Market.  
Ocean Seafood Co., Wholesale Fish Market.

**BOSTON, MASS.**

Atwood & Co., Administration Bldg., Fish Pier.  
R. S. Hamilton Co., 17 Administration Bldg., Fish Pier.

**CHICAGO, ILL.**

Booth Fisheries Corp., 300 W. Adams St.  
Holmes Fisheries Co., Inc., 171-173 N. Union Ave.  
J. A. Klaflin, 209 N. Union Ave.

**NEW YORK, N. Y.**

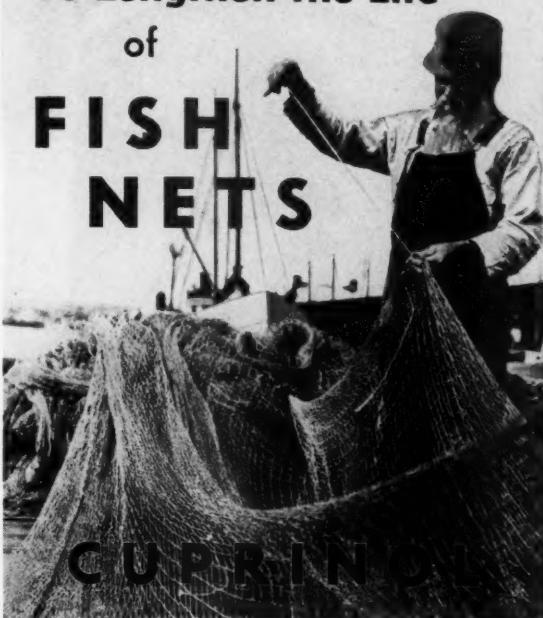
Ackerly & Sandford, Inc., 8-9 Fulton Market.  
Chesbro Bros. & Robbins, 1-2-3 Fulton Market.  
Eastern Commission Co., 19 Fulton Market.  
Caleb Haley & Co., 14 Fulton Market.  
Lester & Toner, Inc., Fulton Fish Market.  
John L. Plock, 146 Beckman St.  
South Fish Co., 112-113 Fulton Market.  
J. Edwin Treakle, 20 Fulton Market.  
Wallace Keeney Lynch Corp., 18 Fulton Market.  
Frank W. Wilkison, Inc., 16 Fulton Market.

**PHILADELPHIA, PA.**

W. Carlton Eacho, Water and Dock Sts.  
F. P. Larkin, Inc., Dock St. Fish Market.  
C. V. Sparks & Co., Dock St. Fish Market.  
C. E. Warner Co., Inc., 8 Dock St. Fish Market.

**SAN ANTONIO, TEXAS**  
McCrary-Motheral Fish Co., 115 S. Medina.

**WASHINGTON, D. C.**  
W. Carlton Eacho, Municipal Fish Market.

**To Lengthen the Life****of****FISH NETS****CUPRINOL****Cuprinol for Your Nets****Will Reduce Fishing Costs**

Cuprinol prevents rot and mildew caused by bacteria and fungus growth, and resists the attack of marine insects. It is a liquid, used successfully for many years in Europe, containing metallic salts insoluble in water, which remain permanently in the net fibres. After one treatment there is no necessity for regular dressing of "bluestone" or other treatments.

Cuprinol treated nets maintain their tensile strength and the knots do not slip. They are clean, easy to handle, and never get sticky. Cuprinol treatment will greatly increase the life of your net and reduce your fishing cost.

Dip your nets in CUPRINOL for FISH NETS—one gallon will treat from 10 to 15 lbs of netting. 1 gallon can \$4.00; 5 gallon can \$17.50; 50 gallon drum \$150.00. All prices F.O.B. Boston. Order through your Fishing Supply House.

Two other grades are sold: CUPRINOL for CANVAS, to prevent mildew and decay in sails, awnings, canvas decks and all fabrics; and CUPRINOL for WOOD, to be used as a priming coat under paint, or by itself on bare wood, to prevent rot and attack by marine borers.

*Information Booklet on Request*

**CUPRINOL INC.**1190 Adams Street  
Boston, Mass.

## Where-to-Buy Directory

### Equipment, Gear, Supplies, Service

Companies whose names are starred (\*) have display advertisements in this issue; see Index to Advertisers for page numbers.

#### **BARRELS, TIGHT (for Liquids)**

**Wooden and Steel**

American Cooperage Co., Inc., Maurer, N. J.

#### **BATTERIES**

**Dry Cell**

"Eveready": National Carbon Co., 30 E. 42nd St., New York, N. Y.

#### **Storage**

\*Edison Storage Battery Co., W. Orange, N. J.

"Exide": Electric Storage Battery Co., Philadelphia, Pa.

USL Battery Corp., Niagara Falls, N. Y.

#### **CAN MANUFACTURERS**

National Can Co., 110 E. 42nd St., New York, N. Y.

#### **CLUTCHES**

\*Kinney Mfg. Co., 3541 Washington St., Boston, Mass.

#### **COLD STORAGE**

Western Refrigerating Co., 18-20 E. Hubbard St., Chicago, Ill.

#### **CORDAGE MANUFACTURERS**

American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.

\*Columbian Rope Co., Auburn, N. Y.

\*New Bedford Cordage Co., 233 Broadway, New York, N. Y.

\*Plymouth Cordage Co., North Plymouth, Mass. Wall Rope Works, 48 South St., New York. Whitlock Cordage Co., 46 South St., New York, N. Y.

#### **DEPTH FINDERS**

Submarine Signal Co., 160 State St., Boston, Mass.

#### **DIESEL GENERATING SETS**

\*Bolinders Co., 33 Rector St., New York, N. Y. Bromfield Manufacturing Co., 211 Northern Ave., Boston, Mass.

#### **ELECTRICAL EQUIPMENT**

General Electric Co., Schenectady, N. Y.

#### **ENGINE DEALERS**

Wharf Machine & Electric Co., 263 Northern Ave., Boston, Mass.

#### **ENGINE MANUFACTURERS**

**Diesel Engines**

\*Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.

\*Bolinders Co., 33 Rector St., New York, N. Y. Bronander Engineering & Research Corp., Belleville Turnpike, No. Arlington, N. J.

\*The Buda Co., Harvey, Ill. Cooper-Bessemer Corp., Mount Vernon, O.

\*Electric Boat Co., Groton, Conn.

Fairbanks, Morse & Co., Chicago, Ill.

McIntosh & Seymour Corp., Auburn, N. Y.

The National-Superior Co., Springfield, Ohio.

\*Red Wing Motor Co., Red Wing, Minn.

Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.

\*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

#### **Ford Conversions and Parts**

\*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

Oscar Smith & Sons Co., 3102 C St., Philadelphia, Pa.

#### **Fuel Oil Engines**

Gray Marine Motor Co., 672 Canton Ave., Detroit, Mich.

\*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

\*Red Wing Motor Co., Red Wing, Minn.

#### **Gasoline Engines**

\*The Buda Co., Harvey, Ill.

Buffalo Gasolene Motor Co., 1280-1290 Niagara St., Buffalo, N. Y.

Gray Marine Motor Co., 672 Canton Ave., Detroit, Mich.

\*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

\*Red Wing Motor Co., Red Wing, Minn.

Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.

\*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

#### **FIRE EXTINGUISHING SYSTEMS**

##### **Carbon Dioxide**

"C-O-Two": C-O-Two Fire Equipment Co., 560 Belmont Ave., Newark, N. J.

#### **FISHING GEAR**

The Great Grimsby Coal, Salt and Tanning Co., Ltd., Grimsby, England.

#### **FISH SCALERS**

**Portable, Flexible Shaft**

N. A. Strand & Co., 5001 N. Lincoln St., Chicago, Ill.

#### **FUEL OIL TREATMENT**

"Lubal": Gustavo Preston Co., 113 Broad St., Boston, Mass.

#### **HARDWARE, Marine**

Maine Steel Products Co., South Portland, Me.

#### **HOOKS, Fish**

"Mustad": Sidney R. Baxter & Co., 90 Commercial St., Boston, Mass.

#### **ICE BREAKERS**

"Creasey": The Cochrane Corp., 17th and Allegheny Ave., Philadelphia, Pa.

"Little Giant": The Micro Corp., Bettendorf, Iowa.

#### **MACHINERY, Marine**

\*Hathaway Machinery Co., New Bedford, Mass.

#### **NAUTICAL INSTRUMENTS**

Kelvin-White Co., 112 State St., Boston, Mass.

#### **NETS AND NETTING**

\*The Linen Thread Co., Inc., 575 Atlantic Ave., Boston, Mass.

\*National Net & Twine Co., 211 Congress St., Boston, Mass.

#### **NET ANCHORS**

Sebewaing Carriage & Wagon Works, Sebewaing, Mich.

#### **NET BUOYS and LIFTING EQUIP.**

J. H. Shepherd Son & Co., 1820 East Ave., Elyria, Ohio.

#### **NET PRESERVATIVES**

\*Cuprinol Inc., 1190 Adams St., Boston Mass.

Shepherd Chemical Co., Highland Ave., Norwood, Cincinnati, O.

#### **OILS (Fuel, Lubricating, Gasoline)**

\*"Essoarine": Penola, Inc., 26 Broadway, New York, N. Y.

Gargoyle DTE Marine Oils for Diesel Lubrication, Gargoyle Mobiloil Marine for Gasoline Engines, Diesel Fuel, Mobilgas; Socony-Vacuum Oil Company, Inc., 26 Broadway, New York, N. Y.

#### **OILED AND RUBBER CLOTHING**

D. O. Frost Corp., Gloucester, Mass.

\*C. L. Lovig, 601 Main St., Marinette, Wis.

#### **PAINTS**

Henderson & Johnson, Inc., Gloucester, Mass.

\*Petit Paint Co., Jersey City, N. J.

Edw. Smith & Co., Long Island City, N. Y.

\*Tarr & Wonson, Ltd., Gloucester, Mass.

#### **PROPELLERS**

\*Hyde Windlass Co., Bath, Me.

Michigan Wheel Corp., Grand Rapids, Mich.

#### **PROPELLER SHAFTS**

\*"Monel Metal": International Nickel Co., 67 Wall St., New York, N. Y.

#### **RADIO TELEGRAPHS**

Radiomarine Corporation of America, 75 Varick St., New York, N. Y.

#### **RADIO TELEPHONES**

Western Electric Co., 195 Broadway, New York, N. Y.

#### **RANGES**

"Marine Household": The White-Warner Co., 491 West Water St., Taunton, Mass.

"Shipmate": Stamford Foundry Co., Stamford, Conn.

#### **REFRIGERANTS**

Liquid Carbonic Corp., 3100 S. Kedzie Ave., Chicago, Ill.

#### **SHIPBUILDERS, BOATYARDS**

Bath Iron Works Corp., Bath, Me.

\*Bethlehem Shipbuilding Corp., Bethlehem, Pa.

E. Klonaris, Fernandina, Fla.

Peterson Boat Works, Sturgeon Bay, Wis.

#### **SHIP CHANDLERS**

\*Sherman B. Ruth, 28 Hancock St., Gloucester, Mass.

#### **SIGNALS, Distress**

International Flare-Signal Co., Tippecanoe City, Ohio.

#### **TRANSPORTATION**

Fish Forwarding Co., 151 South St., New York, N. Y.

Railway Express Agency, Inc., 230 Park Ave., New York, N. Y.

#### **WIRE BASKETS**

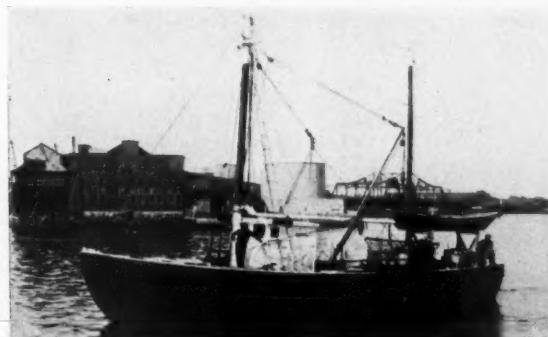
Massillon Wire Basket Co., 204 4th St., N.W., Massillon, Ohio.

## WOLVERINE DIESEL MARINE ENGINES

are

**Sturdy, Reliable and Fool-Proof**

*It will pay YOU to investigate them*



New York scallop dragger, "Edith", Capt. Johan Mortensen, equipped with a 3-cylinder, four cycle, 75 hp. Wolverine crude oil engine.

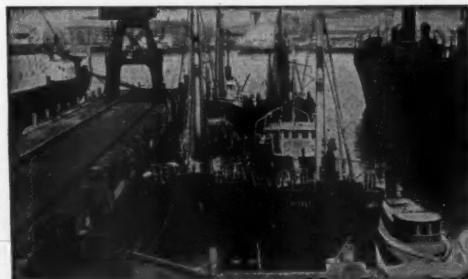
## WOLVERINE MOTOR WORKS, Inc.

No. 1 Union Avenue

Bridgeport, Conn.

Catalog No. 135 upon Request

### Trawler Repairs and New Construction



Four Trawlers undergoing repairs at Atlantic Works

Conveniently located on Boston Harbor, Bethlehem's FORE RIVER Shipyard and the modern dry docks and repair shops of SIMPSON WORKS and ATLANTIC WORKS offer the fishing industry unsurpassed facilities for the construction, repairing and reconditioning of trawlers.

BETHLEHEM SHIPBUILDING CORPORATION, Ltd.

General Offices



Bethlehem, Pa.

General Sales Offices: 25 Broadway, New York  
Boston Office, 75 Federal St.



### NATIONAL NET & TWINE

Div. of Ludlow Mfg. & Sales Co.

211 CONGRESS ST.  
BOSTON, MASS.

LINEN and COTTON GILL NETTING  
SEINE, POUND and TRAP NETTING

We Strive to Make Tanglefin Netting the Best.  
The Quality Goes In Before the Name Goes On.



## Lobster Warden is HARD on his PROPELLERS!



• This is the "Marie," owned by Capt. Joseph R. Wallace, lobster warden, Portland, Maine. She was built by Frank P. Smith & Co. of Jonesport—32 by 8, powered by a Palmer Pal 20-35 h.p. motor, and shafted with Monel Metal propeller shaft.

**'I've bent three of 'em since I put in that Monel Metal shaft, but haven't done IT any damage,' says Capt. Wallace . . .**

MORT CALKINS



*When a man spins a good yarn, give him seaway to tell it in his own words I say. So, friends, here's Capt. Joseph R. Wallace, lobster warden and skipper of the Marie, out of Portland, Maine. Let's give him the floor.*

*"Winter and summer I am cruising all around Casco Bay into out of the way nooks and coves. No matter how careful you may be, it is mighty difficult—particularly in the night—to escape hitting floating articles. Lobster pot buoys are placed in the most unexpected places; then there is always all sorts of floating debris.*

*"I was always bending my propeller. And generally with the ordinary shaft that meant bending that too. The combination nearly always started stuffing box trouble, and repair bills were large and frequent. Then I got a Monel Metal shaft. It is one and one-eighth inches in diameter as against shafts of one and a half inches I had previously used.*

*"Strong? I'll say it is. Do you know I have bent three propellers since I installed the Monel Metal shaft, but the jar never touched it. It is the toughest, strongest metal I ever heard of. It isn't so much of a job to straighten out a propeller, and when I consider how this Monel Metal shaft has saved me all shaft and stuffing box trouble it is well worth what it cost me."*

*To those words by Capt. Wallace there isn't much I can add except this: if you want to know more about Monel Metal and its many marine and fishing boat uses, just drop me a line. I'll answer full and fair.*

*Mort Calkins*

THE INTERNATIONAL NICKEL CO., INC., 67 Wall St., New York, N. Y.

## MONEL METAL



Monel Metal is a registered trade-mark applied to an alloy containing approximately two-thirds Nickel and one-third copper. Monel Metal is mined, smelted, refined, rolled and marketed solely by International Nickel.

## Lunenburg Schooner Lands Largest Catch of Halibut on Record

By H. R. Arenburg

THE largest single catch of halibut ever to be discharged in Yarmouth, was unloaded at the Laurence Sweeney docks, when the big Lunenburg schooner *Marjorie and Dorothy*, Capt. Mossman, arrived to discharge 100,000 pounds.

### Arrivals From the Banks

Schooners *Bessemer*, Captain Thomas Himmelman with 1,850 quintals and *Ronald George*, Captain Dan Romkey, with 1800 quintals arrived from the banks, and reports from other schooners of the fleet indicate that the Summer catch will be well above the average.

Schooner *Haligonian*, Captain George Himmelman, was in from the banks with a catch of 2,000 quintals.

Schooners *Howard Donald*, Captain Guy Tanner, with 2,000 quintals, and *E. F. Zwicker*, Captain Fred Deal, with 2,200 quintals, arrived from the Banks and sailed again.

Auxiliary schooner *Sir Ernest Petter*, Capt. Napean Crouse, landed 1,500 quintals salt fish, refitted and sailed again.

Motor vessel *Andrava*, Capt. Roland Knickle, landed 45,000 pounds halibut for the Lunenburg Sea Products, Ltd.

The auxiliary swordfisherman *M. W. Colp*, Captain Maynard Colp arrived at Yarmouth from George's Bank and landed a trip of 44 fish.

### Purchase Fishing Boats

Captain Ivan Mosher and Arthur Backman have purchased the large motor boat *Hazel and Mary*, from W. C. Smith & Co., Ltd.

The beam trawler which has been anchored in the harbor for the past number of years has been purchased by Captain Wallace Ogilvie and has been towed to Liverpool.

### Mackerel Very Plentiful

Mackerel fishermen have found mackerel very plentiful along the coast and large quantities were landed at Lunenburg. Two fishing vessels the *Cachetot* and *Julie Opp* baited here with mackerel. Large mackerel were selling at one cent each and not in the history of Lunenburg were so many mackerel landed at one time.

## New Brunswick Consolidation Seen as Beneficial

By C. A. Dixon

A CONSOLIDATION of very considerable importance in the Quoddy section was consummated recently when H. Wesley Welch stores (dealing in all kinds of fishermen's supplies), at Fairhaven, Leonardville and Wilson's Beach, were joined with the Farris sardine factory management at Fairhaven into a company known as the H. W. Welch Co., Ltd. Mr. Welch will act as manager.

The Farris sardine plant, which was started as a small, quality-pack unit, has during the past two years been much more active, and had entered into the Canadian market in rather a substantial way. Under the new arrangement its production will be greatly extended, the proposed capacity being between 30,000 and 40,000 cases.

### Good Herring Run

More and better size sardine herring were made available to factory owners in New Brunswick and Maine during the latter part of July at the advent of a better school of fish took place at several points.

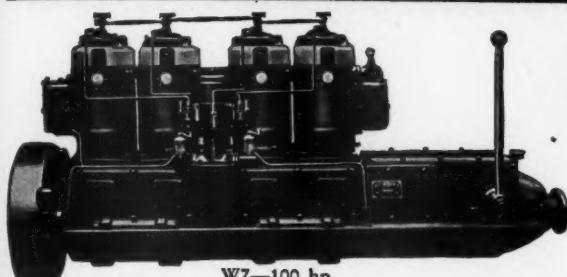
### Steady Fishing During Pollock Season

Quoddy River pollock fishermen are still landing good daily fares and steady fishing has marked the season of 1936. This is a good feature, as the considerable landings this year will permit buyers for the export markets a chance to re-establish foreign trade connections, especially with the West Indies, as suitable quantities of fish for hard dried purposes will be available.

AUGUST, 1936

ATLANTIC FISHERMAN

23

**BOLINDERS DIESEL ENGINES**

W7-100 hp.

**So Simple, So Easy To Run  
SO COMPACT and RUGGED!**

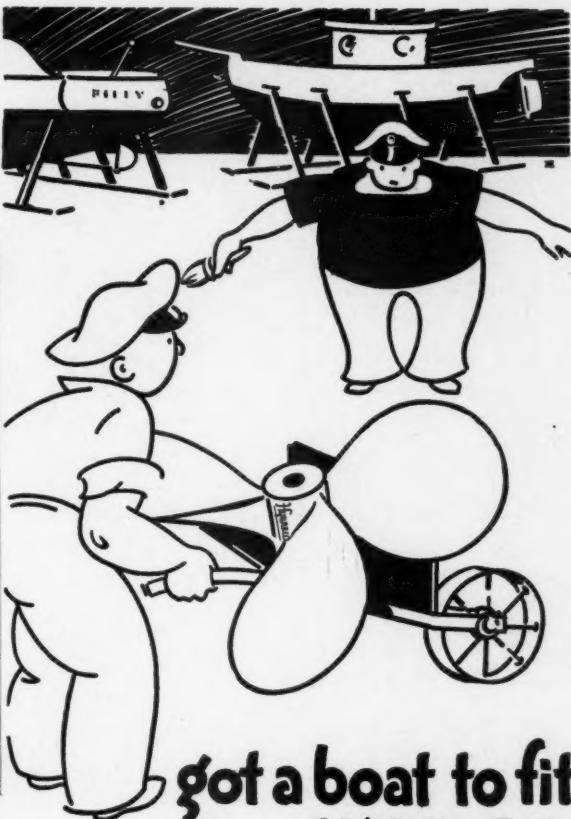
No matter how good the market is you have to reckon with repairs and fuel before your profits begin. The less these items cost, the more you make on every catch. That's why fishermen are "going Diesel" everywhere.

Bolinders builds Diesel engines in their simplest, most rugged form. There are no gadgets and nick-nacks. Every piece is designed with the utmost of service in view and, being simple, each part can have great strength without making the engine too heavy. That is why the records of 10, 15 and 25 years of regular performance for Bolinders Engines is not unusual at all. That too, is why Bolinders Diesels are so easy to run, so economical to operate and so practically free of repairs. They are ideal engines for fishermen. Have you complete information about these splendid engines? If not, call or write today.

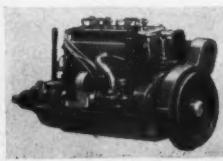


BOLINDERS COMPANY, INC.

Office and Showroom: 33 Rector Street, New York, N.Y.



**got a boat to fit  
this HYDE?**

**Re-order PALMERS**

Little Huskie 15 H.P. at 1500 R.P.M. There are other Palmer Engines of equal efficiency from 2 to 150 H.P.



Palmer Oil Engine is about the same size, price, weight and power of a similar engine operated with gasoline.

Several years ago, the Japanese crabbing fleet, operating under government subsidy, adopted Palmer Engines. These engines have been in constant service thousands of miles away from the factory. Palmer has received repeat orders. This is a real testimonial of the economy and efficiency of Palmer Engines. You too can enjoy the same trouble-free economical power. Have a Palmer Engine installed in your boat.



PALMER BROS. ENGINES, Inc.

14 Water St., Cos Cob, Conn.

Dealers in all important coastal cities

That's what we call true appreciation. But it's not really necessary because Hyde dealers everywhere carry ample stocks. If your requirements are special he can get exactly the wheel you want from the factory. At the Hyde factory there is the largest stock of wheel patterns in the world. Select the boat and engine that meet your needs and we assure you that your local Hyde dealer will supply the Hyde Wheel with diameter and pitch that fits your boat . . . perfectly.

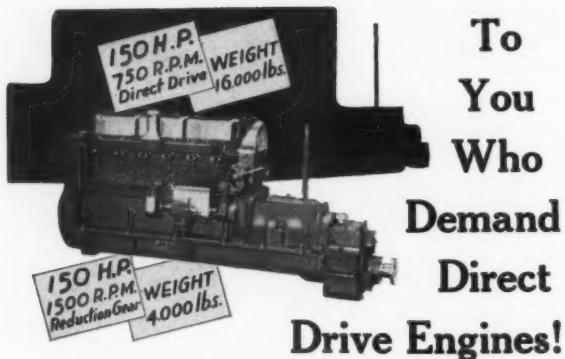
**Hyde Windlass Company, Bath, Maine**  
Member of Marine Propeller Manufacturers Association

**HYDE**  
**PROPELLERS**



Send for this booklet "Propeller Efficiency". It tells you why Hyde Propellers often increase the speed of a boat and always get home safely.

**Dealers everywhere carry ample stocks**



Do you buy an engine for ballast or for power? Suppose you need 150 H.P.! A slow speed engine of this power would turn around 750 R.P.M. weigh 16,000 lbs. and be 18 or 19 ft. long.

The Buda-Lanova "Silver Crown" 6 LDMR 909 C does everything a 150 H.P. direct drive engine will do. It gives you full 150 H.P. and handles the same wheel at the same R.P.M. It saves you 5 to 7 tons of excess weight. It goes in an engine room only 9 ft. long increasing your stowage space or permitting the use of a smaller boat for the same job.

Why buy an engine that wastes power pushing itself around? Diesel Engines from 32 to 180 H.P. Gasoline Engines from 22 to 125 H.P.

**THE BUDA COMPANY**  
Marine Engine Division H  
HARVEY, (Chicago Suburb) ILLINOIS

**BUDA**  **MARINE ENGINES**  
the Fisherman

**USE THE BEST  
'JERSEY CITY' COPPER PAINT  
AND  
TOPSIDE PAINTS**

SINCE 1861  
MADE BY  
**PETTIT  
PAINT  
CO., INC.**  
JERSEY CITY  
N.J.



SEND FOR FREE COPY ATLANTIC COAST  
TIDE TABLES; FIGURES FOR EVERY HARBOR

## The Linen Thread Co., Inc.

Gold Medal Cotton Nets and Twines  
A. N. & T. Coy Linen Nets  
Manila Trawls, Burnham Lines

### Sales Offices:

New York	Boston	Gloucester	Baltimore
Chicago		San Francisco	

## Ten Answers to Oil Questions

THEN answers to questions about the oil for your boat are given in an interesting little folder which is currently being distributed by the marketers of Essomarine oils and greases.

Why a boat engine works harder than an automobile engine; the fundamental difference in design between a marine engine and an automobile engine; why carbon tends to form rapidly in a boat engine; and how to insure better performance and lower repair costs for the motor in your boat, are some of the questions answered.

Copies may be obtained from any Essomarine distributor or from Penola Inc., 26 Broadway, New York, N. Y.

## Handsome Poster Available

THE Buda Company of Harvey, Ill., has published a handsome poster giving in readily available form, details, horsepower and installation measurements of Buda Silver Crown gasoline and Diesel engines.

This poster is free to boat builders, boat yards, architects and repair shops and is suitable for hanging on shop walls.

## C. L. Lovig in New England

A TOUR of the fishing ports in Maine, Massachusetts, Rhode Island, Connecticut and other coastal states is being made by C. L. Lovig, manufacturer of "Fisherman's Friend" brand of rubber clothing. Mr. Lovig is securing additional dealers for his extensive line of apron pants, aprons, coats, coverall suits, and other articles of rubber clothing. The head office of the Company is at 601 Main St., Marinette, Wis.

## Trenholm Gets Standard Agency

THE agency for the Standard Diesel engine throughout the State of Massachusetts has been taken over by J. L. Trenholm, 265 Atlantic Ave., Boston. Mr. Trenholm is widely known as "The Engine Man", and does considerable business with the fishing fleet. The Standard Diesel is manufactured by the Standard Motor Construction Co., Jersey City, N. J.

## Peirce & Kilburn Issue Booklet

PEIRCE & Kilburn, Inc., New Bedford, Mass., one of the largest and best-known boat yards on the Atlantic Coast, have just recently published the 1936 edition of "Marine Facts." Its 32 pages are well filled with information regarding New Bedford and its facilities for boat owners, as well as tide tables and other valuable data. The many illustrations are excellent. The H. L. Moore Co., Statler Bldg., Boston, prepared the booklet.

## "Last of the Clippers"

CAPTAIN Frederick William Wallace, deep-water sailor, banks fisherman, and author of distinction, has written another sea classic: "Under Sail in the Last of the Clippers," just published by Charles E. Lauriat Co., 91 Franklin St., Boston, Mass.

The story is of his trip from Montreal to Liverpool in the 3-masted iron clipper *Grand Duchess Maria Nikolaevna*, which, in her earlier days as the *Hesperus*, had a varied and distinguished career. Capt. Wallace's trip was in 1920; the voyage was made in 33 days, with a cargo of basswood logs.

His story is absorbing. Not only is the reader privileged to make friends with the *Grand Duchess* herself, her officers and crew, and witness their reactions in fair winds and foul, but he also is treated to histories of other windjammers, and grand yarns of seafaring life. The material is magnificent, and Capt. Wallace has fashioned a full-bodied book from it. There are 41 illustrations from photographs taken on the ship, with chart end-papers of the course from Montreal to Liverpool.

AUGUST, 1936

ATLANTIC FISHERMAN

25



A Red Wing "Comet" 120-140 hp. Diesel powers this 43 ft. pusher boat built for U. S. Engineers, Pittsburgh. The engine is extremely powerful, turning a 36x26 propeller through a 3:1 reduction gear.

### Repeat Orders for Lubal

**R**EPEAT orders for Lubal have followed every initial order to date, the Gustavo Preston Co., Boston, reports.

A large number of fishing boat owners are using this Diesel and gasoline fuel treatment, which reduces operating costs, increases the time between overhauls, and provides greater engine efficiency. Dealers interested in handling Lubal are invited to write the Gustavo Preston Co., 113 Broad St., Boston, for full information.

### "American Sailing Craft"

**R**ECOMMENDED without reservation to all who love the sea, and especially those to whom sailing craft hold a particular appeal, is "American Sailing Craft," a handsome book written by Howard I. Chapelle and just published by Kennedy Bros., Inc., 205 E. 42nd St., New York City.

Mr. Chapelle, an authority on his subject, has traced the birth and development of many types of craft which in their day were vital factors in the fishing industry: pinkies, sharpies, skipjacks, catboats, Gloucester schooners and the tern schooners of Nova Scotia. Other chapters deal with Bahama sharpshooters, Bermuda sloops and dinghies, and American pilot boats.

Although his primary purpose was to record a history of the half-forgotten and vanishing types of sailing craft, his book holds added interest to our industry because of his absorbing references to the influence of the fisheries on the evolution of the various kinds of craft. Familiar names—shipbuilders, designers, fish companies and vessels—appear frequently.

There are over 70 plans and drawings by the author in addition to many sketches by Charles G. Davis.

### Hathaway Machinery Co.

Original  
Flax Packed  
**STERN BEARINGS**

New Bedford, Mass.

### MODEL AA 18-24 H. P. RED WING

"The Old Reliable"



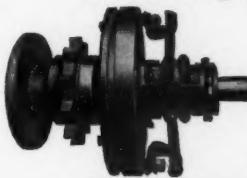
Also 18 other gasoline models 4 to 125 h.p.—3 "Comet" full diesel models 75 to 140 h.p.—and 7 "Hesselman" low compression Fuel Oil types 35 to 200 h.p. Write for full literature, giving description of boat, please.

**RED WING MOTOR CO., Red Wing, Minn.**

Distributed by W. H. Moreton Corp., 1043 Commonwealth Ave., Boston

### KINNEY HAULING CLUTCH for trawling gear on the

#### SMALL BOAT



Write for information immediately

**KINNEY**

M F G. C O.  
3541 Washington St.  
BOSTON

### DIESEL CARBON SOLVENT and FIRE ZONE LUBRICANT

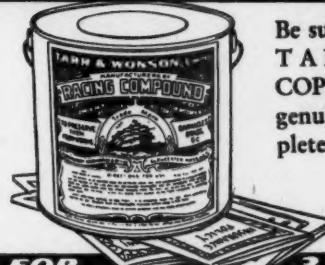


Added directly to Diesel FUEL OIL in proportion of one gallon of LUBAL to 425 gallons of fuel. Write for details or order sufficient LUBAL for a 30 day run from our Eastern Distributors.

Dealers Wanted

**GUSTAVO PRESTON COMPANY**  
113 Broad St. Tel. HANcock 3995 Boston, Mass.  
Lubal, Inc., Columbus, Ohio

### BOTTOM INSURANCE



Be sure to get the original TARR & WONSON COPPER PAINT. None genuine without our complete name and trade mark, the full rigged ship at sea.

3 GENERATIONS

## Fish, Boats, Engines, Gear and Supplies

### MARINE BARGAINS

62 ft. x 16 ft. 6 ins. x 5 ft. oil powered fish or party boat, \$3,500. 65 ft. x 16 ft. x 5 ft. oil powered freight or passenger boat, like new, \$7,500, would make good dragger. 42 ft. x 13 ft. auxiliary cruising Friendship sloop, all like new, sleeps seven, try \$2,250. 34 ft. auxiliary Friendship sloop, \$600. 46 ft. x 13 ft. x 4 ft. flounder dragger, sleep six, \$2,000. 59 ft. x 15 ft. x 6 ft. fishing schooner, oil powered, \$3,200, and many others. Marine engines—45 hp. Kahlenberg, \$950; 60 hp. Standard, \$800; 45 hp. C-O, \$950; 4-56 Gray, \$215; 12 hp. Palmer, \$125; 35 hp. Vulcan, \$250; 180 hp. Sterling with reduction gear, like new, \$850, and many others. Write us as to your requirements. KNOX MARINE EXCHANGE, CAMDEN, MAINE.

### FOR SALE

Fishing boat 42.7 x 11.6 x 4.4. Launched October 1935. Also two 15 ft. dories, eight tubs haddock trawl. Fully equipped, ready to go fishing. Fishing gear used only three times. Boat and complete equipment \$1,200 at Yarmouth. Pictures and full particulars may be had by applying to Asten Fulmore, Box 491, Yarmouth, N. S.

Oyster boat Stratford, 98 gross tons, 100 ft. long, 22.6 ft. beam, 7 ft. draft, fore and aft compound engine. Almy water tube boiler installed 1929. Steam steering gear and hoisting engine. Deck capacity 100 tons, suitable freighting or fishing. Price \$3,000. Connecticut Oyster Farms Co., Milford, Ct.

One 40 hp. Red Wing engine with reverse gear and one 60 hp. Fairbanks-Morse Diesel engine. Both in good shape. C. Tringali & Sons, Boat Builders, East Boston, Mass.

When You Ship FISH, LOBSTERS  
or SCALLOPS to the Boston Market

FOR BEST RESULTS SHIP TO

**R. S. HAMILTON COMPANY**

On the Boston Market over 30 Years

17 Administration Building Fish Pier, Boston, Mass.

### SHERMAN B. RUTH

SHIP CHANDLER

Complete Line of Fishermen's Supplies Including

WALL ROPE PFLUEGER HOOKS

HENDERSON & JOHNSON PAINTS

UNION TWINE COMPANY'S TARRED LINES

Complete stock carried on hand at all times

28 Hancock St.

Gloucester, Mass.

If your dealer does not have them, ask him to order for you. He will be glad to do so. Do not accept substitutes.

### RUBBER CLOTHING

Ask For Them By Name

**"FISHERMAN'S FRIEND" BRAND**

Sold by Reliable Dealers

EVERYWHERE

Manufactured by

C. L. LOVIG - - - MARINETTE, WIS.

### FOR SALE

Trawler Malolo. 85 ft. x 18 ft. 7 in. x 8 ft. 6 in. Draft 10 ft. 4 in. 78 gross, 29 net tons. 250 hp. Fairbanks-Morse engine installed July, 1932. Boat well equipped to go to sea on short notice. M. C. Armstrong, Hampton, Va.

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Edison Batteries are not subject to unexpected failure—and their principle is exclusive in the U. S. Because they live 2 to 5 times longer, they cost least per year. Investigate.

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